The Bombay Gazette.

[With Supplement

No. 9,656—New Series. BOMBAY :—FRIDAY, OCTOBER 31, 1879.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Bombay Gazette* are as follow:—

To Subscribers in Bombay—*Delivered free.*

In Advance.		*In Arrear.*	
Per Annum	Rs. 48	Per Annum	Rs. 60
Half-yearly	25	Half-yearly	31
Quarterly	13	Quarterly	16
Monthly	5	Monthly	6

To Subscribers Up-country.

In Advance.		*In Arrear.*	
Per Annum	Rs. 52	Per Ann.	Rs. 65
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Quarterly	16	Quarterly	20
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Rates for back numbers varies according to lapse of time between As. 8 and Rs. 2.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

First Insertion	Rs. 5 .0
Second do.	2 8
Third do.	2 8
Four the and succeeding insertions	0 12 As.

A line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	2 As. per Line.
Second do.	1½ „ „
Third and succeeding	1 „ „

In the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time special contracts may be made.

SPECIAL SHORT ADVERTISEMENTS.

Advertisements of two or three lines relating to such matter as Small Sales, Business Cards, Situations, Wanted or Servant Required, Houses or Lodgings to Let, Changes of Residence, Articles Lost or Found. The scale for Advertisements belonging to any of these classes is as follows :—

Not exceeding three lines ..... Rs. 1-0
Each succeeding line ..... „ 0-8 As.

Advertisements exceeding five lines will be charged or at our present ordinary rates.

No Advertisement will be inserted for less than *One Rupee*, and payment must in all cases be made in *Cash*.

All Advertisements are charged according to the space occupied. Nonpareil, or smallest type, 12 lines of which go to the inch.

DOMESTIC OCCURRENCES: EACH—TWO RUPEES.

"BOMBAY GAZETTE" OVERLAND SUMMARY.

Subscription for one Year, *Post Free in India*, Rs. 12. Postage to England, Rs. 6-8.

Price per Copy ..... As. 4.

All Cheques, Money Orders, and other Remittances should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

THE BRITISH INDIA STEAM NAVIGATIONS COMPANY (LIMITED)

WILL DESPATCH STEAMERS AS FOLLOWS :—

FOR COAST AND CALCUTTA.

S.S. ELLORA, 2,000 Tons, on SATURDAY, 1st Nov., 1879, at 3 P. M., calling at Ratnagherry, Vingorla, Goa, Carwar, Coompta, Mangalore, Cannanore, Tellicherry, Beypore, Calicut, Cochin, Alleppey, Tuticorin, Colombo, Galle, Negapatam, Madras, Coconada, Visagapatam, Bimlipatam, Gopalpore, False Point, Ports are called at in the foregoing or any order.

Conveyance to the Nilgherry Hills.—The steamers are timed to reach Beypore at daybreak, and arrangements have been made for a train to leave Beypore specially in connection with the steamers' arrival to convey passengers right through to Mettapollam, where they will arrive at 7-45 p. m., and after staying for the night can proceed up the Ghat early the following morning.

FOR CUTCH MANDAVIE AND KURRACHEE.

S.S. INDIA, 1059 Tons, on MONDAY, 3rd Nov., 1879, at 10 a.m.

FOR KURRACHEE AND PERSIAN GULF.

S.S. PUTTIALLA, 839 Tons, on THURSDAY, 6th Nov., 1879, at 4 p. m., calling at KURRACHEE, BUNDERABBAS, LINGA, BAHREIN BUSHIRE, FAO, and BUSSORAH, in the foregoing or any order.

FOR LONDON, via SUEZ, ALGIERS AND LISBON.

S.S. BURMAH, 1,272 Tons, on MONDAY, 17th November, 1879, connecting at Aden with S. S. GOA, 1,906 Tons.

Saloon passage ..... Rs. 500
Second Class passage ..... „ 335

The GOA is due in London about 25th December. Transfer at Aden made by Company. The Goa carries a Surgeon.

FOR NATAL, MOZAMBIQUE, ZANZIBAR, ADEN, HODEIDA AND JEDDAH.

S.S. BURMAH, 1,272 Tons, on MONDAY, 17th November, 1879. Cargo and Passengers for Hodeida and Jeddah can be sent by this steamer at through rates. A favourable opportunity for Passage to Natal is offered, as the Union Company's steamer is timed to leave Zanzibar for Natal within 24 hours of Burmah's arrival.

MACKINNON, MACKENZIE & Co.,
Bombay, 30th October 1879. Agents.

STEAM COMMUNICATION WITH ITALY

VIA SUEZ CANAL.

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. ROBATTINO & Co., GENOA.

THE REGULAR STEAMERS LEAVE

GENOA and BOMBAY
on the 24th, on the 1st
of each Month,

PASSENGERS' RATES FROM BOMBAY.

(Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.	
Aden	Rs. 220	Rs. 150	... Rs. 40	Including Wines
Suez	360	220	... 80	
Port Said	360	230	... 80	
Messina	500	340	... 140	
Naples	500	340	... 140	
Legborn	500	340	... 140	
Genoa	500	340	... 140	
Marseilles	530	350	... 145	

Without food.

Children under 3 years, free of charge; Children not above 10 years, half fare.

Passengers' heavy Baggage will be delivered in LONDON FREE of CHARGE to the extent allowed in the Handbooks. All extra Luggage will be charged for at rates which can be learnt from the Agent.

NEXT STEAMERS FROM BOMBAY :—

SUMATRA, to sail on SATURDAY, 1st November, 1879.
ARABIA, to sail on MONDAY, 1st December, 1879.
GALOPE, to sail on WEDNESDAY, 24th December, 1879.

All Steamers of this Company have large First and Second class accommodation; and always carry a Doctor and a Stewardess on board.

The steamers of this Company, as a rule, start precisely at 10 a. m. Any unavoidable detention will, however, be advertised at least one day previously.

First and Second Class through Railway Tickets, from NAPLES to LONDON are now issued here at rates which can be learnt from the undersigned.

Cargo for Barcelona and Odessa, can now be booked at through rates.

For Hand-books of Information, rates of freight, &c., apply to

C. GRONDONA,
Agent Rubattino Steam Navigation Company,
No. 2, Hummum Street

Bombay, September, 1879.

ANCHOR LINE—INDIAN SERVICE.

BOMBAY TO GENOA AND LIVERPOOL.

THE new Steamer BRITANNIA, 3,000 Tons, Captain Robert Hutchison, will sail from BOMBAY for GENOA and LIVERPOOL, on SATURDAY, the 22nd November, her Saloon and Cabins are all on Deck.

Passage Money to Genoa ..... Rs. 400
Do. Liverpool ..... „ 500

For further particulars apply to

W. & A. GRAHAM & Co., Agents.

Bombay, 17th October 1879.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

REGULAR LINE OF STEAMERS BETWEEN BOMBAY AND TRIESTE, VIA SUEZ CANAL.

THE following Steamers will be despatched from BOMBAY to TRIESTE :—

S.S. POLLUCE, Captain G. Ragusin, on the 8th November, 1879.

S.S. HUNGARIA, Captain G. Doncich, on the 16th December, 1879.

S.S. VORWÆRTS, Captain G. Marussig, on the 1st January, 1880.

Rates of Passage-money (exclusive of Wines and Spirits, which can be had on board at moderate prices) as under :—

To	1st Class.	2nd Class.	Deck.
To Trieste	Rs. 400	Rs. 280	Rs. 140 0
To Cyprus (via Port Said)	„ 375	„ 295	„ 143 0
To Port Said	„ 329	„ 255	„ 131 0
To Suez	„ 300	„ 240	„ 122 0
To Aden	„ 170	„ 130	„ 66 8

No cargo will be received on board after sunset on the day previous to sailing.

THROUGH TICKETS FROM TRIESTE TO LONDON.

Via Vienna, the Rhine, Ostend, or Calais and Dover, are granted by the undersigned at

	Via Calais.	Via Ostende.
First Class, Trieste to London	£12-3	£11-18
Second Class, Trieste to Cologne	£9-19	£9-14
First Class, Cologne to London	„	„

Travellers with through tickets are allowed lbs. 55 free luggage.

Tickets are available for two months from the date of departure from Trieste.

INSURANCES effected by the General Insurance Company, Limited, Marine Branch.

For further particulars, freight, passage, etc., etc., apply to

J. JANNI, Agent.

Sassoon House, 7, Elphinstone Circle, Bombay, 18th October 1879.

COOPER.

FROM the celebrated COOPER COMPANY, London.

Pints, per dozen, Cash.....Rs. 3-8.

TREACHER & COMPANY (Ld.)

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

THE following or other Steamers will be despatched for EUROPE :—

	Vessels.	Tons.	H.P.	Captains.	1879
(s)	KHIVA	2809	450	G. Lee	3rd Nov.
—	SURAT	3141	530	W. E. Broese	10th do.
(s)	ANCONA	3091	600	E. G. Stead	17th do.
—	BANGALORE	2942	450	C. Fraser	24th do.
(s)	GWALIOR	2732	450	J. C. Babot	1st Dec.
—	VENETIA	2726	450	J. Orman	8th do.
(s)	KASHGAR	2621	450	E. J. Baker	15th do.

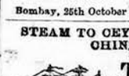
Passengers are booked to ADEN, SUEZ, BRINDISI, ANCONA, VENICE, MARSEILLES, MALTA, GIBRALTAR and SOUTHAMPTON by every Mail. The Steamers marked (s) proceed direct to Southampton. By the others Passengers change vessels at Suez, and those for Brindisi, Ancona, Venice, and Marseilles are conveyed by Rail from Suez to Alexandria.

A Launch leaves the Company's Dock Head, Mazagon, at 3 p.m. on the day of sailing.

For Passage, &c., apply to

ADAM TAIT,
Bombay, 25th October 1879. Acting Superintendent.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.



THE following Steamers will be despatched for the above ports, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta :—

Vessels.	Tons.	H.P.	Captains.	
PESHAWUR	3781	600	C. A. White	11th Nov.
KAISAR-I-HIND	4423	700	R. Methven	25th do.
BOKHARA	2932	450	W. D. Anderson	9th Dec.

A Launch leaves the Company's Dock Head, Mazagon, at 3 p.m. on the day of sailing.

For Passage, &c., apply to

ADAM TAIT,
Bombay, 25th October 1879. Acting Superintendent.

STEAM TO KING GEORGE'S SOUND, ADELAIDE, MELBOURNE, AND SYDNEY, CALLING AT GALLE.

THE following Steamers will be despatched for the above ports :—

Vessels.	Tons.	H.P.	Captains.	
TANJORE	3251	450	W. W. Fonlipton	7th Nov.
SIAM	3014	500	G. N. Hector	5th Dec.
ASSAM	3033	500	N. Stewart	2nd Jan. 1880

A Launch leaves the Company's Dock Head, Mazagon, at 3 p.m. on the day of sailing.

For Passage, &c., apply to

ADAM TAIT,
Bombay, 25th October 1879. Acting Superintendent.

QUEEN INSURANCE COMPANY.

CAPITAL,
TWO MILLIONS STERLING.

FIRE RESERVE FUND ... £261,444

Fire Premiums after deducting Re-insurances..	In 1870	£139,808
	„ 1873	£295,149
	„ 1877	£450,883

POLICIES issued and CLAIMS promptly paid without reference to Head Office, by

KILLICK, NIXON & Co., Agents.

SALES BY AUCTION.

BENNETT AND COMPANY.
No. 4, FORBES STREET.

NOTICE.

SALE OF VALUABLE LANDED PROPERTY.

Messrs. BENNETT and Co. will sell by Public Auction, on the premises by order of the Executors of the late Mr. Hajee Esmail Hajee Habib, the following properties :—

LOT NO. 8.

THIS DAY, FRIDAY, the 31st Oct., at 4 p. m., on the premises.

All that piece or parcel of land or ground with the messuages, tenement and a bungalow and stable erected and standing thereon, situate at Mahim, Dadur, near the Great Indian Peninsula Railway Company's Station, in the Island of Bombay, and containing by admeasurement 3,931 4-9 square yards, be the same a little more or less, and bounded as follows, that is to say—on the east by the Dadur Road, on the west by the G. I. P. Railway line, on the north by the property of Cassum Methea, and on the south by the Batty ground of Cassum Rajee Ebram, and the said ground is registered in the books of the collector of Land Revenue under Nos. 472 and 477, and by the Collector of Municipal Assessment under Nos. 81 and 82 and is in the sub-district of —

On SATURDAY, the 1st November, at 2 p.m., Messrs. BENNETT and Co. will sell by Public Auction, at their rooms, by order of the concerned, and on account and risk of Messrs. Forbes and Co, and Abdool Curreem Heerjeebhoy and Co., and Abramovitz and Co.,

A K H & Co. Out of 1—42—35 cases provisions by Crosse and Blackwell, comprising assorted tart fruits, 1 lb tin, assorted jams and jellies, ½ pint tin, preserved mushrooms, 1 pint tin assorted soup, 1 lb tin fresh mackerel, assorted essences, ground nutmegs, cloves, cinnamon, isinglass, gelatine, fresh herrings, &c., &c.

Abdool Curreem Heerjeebhoy and Co.,
and
A & Co—Out of 3,611-80—2 cases playing cards, Abramovitz and Co.

On account and risk of Goolam Hoosein Khulfan.

G K 3—1 case silvered and gilt chains, ex Whampoa.

AT 1 p.m.

1 English-built strong second-hand glass fronted Brougham.
1 English-made first-rate buggy in perfect repair.
1 Light 4 seated Open carriage and one Geogrut cow in milk.

SALE OF VALUABLE LANDED PROPERTY AT GRANT ROAD, BOMBAY.

On THURSDAY, the 6th November next, at 4 p.m., Messrs. BENNETT and Co. will sell by Public Auction, on the premises, under the instructions of the Mortgagees, and on account and at the risk of Vuzeeranbhoy bhoy, the Mortgagor, the following valuable property in one lot, viz :—

All that piece or parcel of freehold foras land or ground, situate near Cumballa Hill, on the North side of Grant Road, without the Fort of Bombay, in what was formerly the sub-district of the sub-registrar of Bholeshwar, but in what is now the registration sub-district of Mandvi, containing by admeasurement one thousand five hundred and seventy-nine and three ninths (1579 3-9) square yards or thereabouts, the same being now or formerly surrounded by a wall, and bounded as follows, viz. on or towards the north by property now or formerly belonging to the Municipality of Bombay, on or towards the south by Grant Road aforesaid, on or towards the east by Cursetjee Sookiajee Road, and on or towards the west by property now or formerly belonging to Vullubdas Bhugwandas Bhangealee, and which said piece of land is registered in the books of the Collector of Land Revenue under No. 165. Together with all those four messuages, dwelling houses or bungalows with the out-houses appertaining thereto and a building now or formerly used as a shop erected and standing on the said piece of land, and which are assessed by the Municipal Commissioner under Nos. 123-124 and 124 A, and were formerly in the occupation of Cursetjee Sookiajee and his tenants and are now or were lately in the occupation of Vuzeeranbhoi and her tenants.

The property will be sold subject to conditions which will be produced at the time of sale and further particulars thereof may be obtained on application to Mr. R. Skipsey, Solicitor, 15 Forbes Street, or to the auctioneers.

On SATURDAY, the 8th November, at 2 p. m., Messrs. BENNETT and Co. are instructed to sell by Public Auction, at Victoria Cross Lane, Byculla, in the bungalow lately in the occupation of Surgeon-Major W. P. Patridge, the valuable and handsome blackwood and teakwood French-polished richly carved household furniture, best plateware, rich crockery and glassware, crystal glass, 6-8 and 12 lights hanging chandeliers, double branched wall-shades, 4 and 5 lights hanging argand lamps, large pier glasses in gilt frames, &c., &c.

Catalogues will be published, and the property will be on view, four days before the day of sale.

Messrs. BENNETT and Co. are instructed to sell by Public Auction, on WEDNESDAY, the 10th day of December next, at 1 p.m., at Tarwaddy, Malabar Hill, the valuable blackwood and teakwood French-polished household furniture by Deschamps, also, the crockery and glassware, the property of Colonel J. A. M. Macdonald, and if not previously disposed of by private sale, a four-seated landau, and a small Stanhope phaeton, two pairs of Bay Australian horses and one half-bred English mare, a collection of choice plants in tubs and pots, &c., &c.

Catalogues will be published, and the property will be on view 4 days before the day of sale.

N B.—The plants will be sold at 6-30 a.m. on the same day.

On SATURDAY, the 15th November next, at 2 P.M., Messrs. BENNETT & Co. are instructed to sell by Public Auction, at Marine Lines, the valuable and handsome French-polished teakwood and blackwood household furniture, best plateware, rich crockery and glassware, an English-built O. spring self-driving phaeton by "Kesterton" one high caste brown Australian mare "Modesty" (if not previously disposed of by private sale), sets of double and single harness, Military and ladie's side saddle, express rifle, gun, pistol, &c., a large collection of choice and rare plants in tubs and pots, &c., &c., the property of the late Captain J. Beeke.

Catalogues will be published and the property will be on view 4 days before the day of sale.

N.B.—The plants will be sold at 6-30 a.m. on the same day.

BONA-FIDE SALE.

On WEDNESDAY, the 19th November, at 1 p. m., Messrs. BENNETT and Co. are instructed to sell by Public Auction, at Cumballa Hill, the very valuable and handsome blackwood French polished richly carved household furniture, best electroplated ware, rich crockery and glassware, handsome large Japanese vases, large pier glasses, parian and bronze figures, large fish pond with fish, 1 English-built serviceable strong mail phaeton convertible into Waggonette, by Kesterton, (if not previously disposed of by private sale) a collection of rare English, Japanese and China birds, monkeys, stag, deer, &c., first rate pictures, fish table ornaments, a large collection of choice plants in tubs and pots, &c., the property of W. A. Glazebrook, Esq., proceeded to Europe.

Catalogues will be published and the property will be on view four days before the day of sale.

N. B.—The plants will be sold at 6 a. m. on the same day.

GREAT SALE OF BOOKS.

On or about the 15th of November next, Messrs. BENNETT and Co. are instructed to sell by Public Auction, a very valuable library of choice and rare books, consisting of over 3,000 volumes. The sale will take place in the upper saloons of Messrs. SOUNDY and Co.

Catalogues will be published and due intimation will be given when the books are on view.

BENNETT & Co.

Bombay, 31st October 1879.

WINES, SPIRITS, BEER, &c.

BASS BEER, in Hogsheads and Kilderkins, FOR SALE. Apply to Godown-keeper,

LYON & Co.,
Agents, Bass and Co.

FOR SALE, at the Godown, 25, Apollo Street

Port—		Per dozen.
CLARET	St. Julien	Qts. Rs. 9 0
SHERRY	Prince of Wales	„ 22 0
„	Good Dinner Wine	„ 15 0
COGNAC	Antonio Frores	„ 23 0
WHISKEY	Pure Old Scotch	„ 20 0
GIN	Pinest British	„ 19 8

JOSEPH SOARES.

FOR SALE,

CLARET IN WOOD AND CASES.

Montferrant Claret of 46 to 50 Galls. Hhd.			Rs. 170
St. Emilion	do.	do.	„ 220
St. Julien	do.	do.	„ 275
Medoc per dozen quarts			„ 10
St. Julien	do.		„ 14
Margaux	do.		„ 28

BRANDY IN CASES.

Cognac Vieux per dozen	Rs. 18
Cognac Champagne do.	„ 20

Enquire at Messrs. DESCHAMPS & Co.,
Parsee Bazar Street, Elphinstone Circle.

NEW ADVERTISEMENTS.

THE GREAT GOLDNEY'S

HAVE ARRIVED

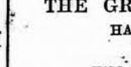
AND

WILL SHORTLY APPEAR.

For further particulars see handbills.

STEAM TO ADEN, SUEZ, AND THE WESTERN PORTS OF ITALY.

(VIA SUEZ CANAL.)



NOTICE.—The Italian Mail Steamer SUMATRA, Captain Borelli, will sail as above on SATURDAY, the 1st November, at 10 a.m.

Passengers are requested to be on board at 9 a. m. The Company's Steam Launch will leave Apollo Bunder three times between 8 and 9 a.m.

C. GRONDONA,
Agent, Rubattino S. N. Company.

AUCTION SALE, at Tanna, of Major M. J. MACARTNEY'S KIT, consisting of rich cut glass, crockery and plateware lamps, blackwood furniture, &c., on SUNDAY, the 2nd November, at 12 o'clock.

CHAMBER OF COMMERCE.—NOTICE.

THE ANNUAL GENERAL MEETING of the MEMBERS of the Chamber of Commerce will be held THIS DAY, at 3 o'clock p. m., at the offices of the Chamber.

The attendance of Members is particularly requested.

By Order of the Committee,
J. GORDON, Secretary.

Bombay Chamber of Commerce, 31st October 1879.

ALL PERSONS having CLAIMS against, or being INDEBTED to, the estate of the late Captain JOHN BECKE, Marine Battalion, are requested to communicate with the undersigned on or before the 15th December next.

ALEX. CARNEGY, Colonel,
Marine Battalion.
President Committee of Adjustment.

Bombay, 30th October 1879.

BOMBAY MUNICIPAL CORPORATION.

A QUARTERLY MEETING and an ADJOURNED SPECIAL GENERAL MEETING of the MUNICIPAL CORPORATION, as already advertised, will be held here at 3 o'clock P.M. and at half past 3 o'clock P.M., THIS DAY (FRIDAY).

H. WYNFORD BARROW,
Clerk, Municipal Corporation, and Secretary, Town Council.
Municipal Offices, Bombay, 31st October 1879.

BASS'S "BULL DOG" ALE.

BOTTLED BY ROBERT PORTER & CO.

THIS well-known Ale is specially selected from Bass & Co.'s well matured Brewings, and is from its five tonic properties, delicate flavour, and refreshing effect, specially suitable to hot climates.

Apply to

EWART, LATHAM & CO.
Agents, 3, Church Lane.

Bombay, 30th October 1879.

IN THE HIGH COURT OF JUDICATURE AT BOMBAY.

ORDINARY ORIGINAL CIVIL JURISDICTION.

In the MATTER of the INDIAN COMPANY'S ACT X. of 1866 and In the MATTER of the MANDVIE SPINNING WEAVING and PRESS COMPANY, LIMITED, in LIQUIDATION.

JOHN Y. LANG ..... Official Liquidator.

THE abovenamed Official Liquidator invites OFFERS for the purchase of the above Company's MILL PREMISES.

For particulars and conditions of sale and of the title under which the property is held, application can be made to the Official Liquidator at his Office in Elphinstone Circle, or to the undersigned at No. 12, Rampart Row.

The Official Liquidator does not bind himself to accept the highest or any offer or to receive any offer later than noon, on WEDNESDAY, the 5th November 1879.

SMITH & FRERE,
Solicitors to the Official Liquidators abovenamed.

THE MORARJEE GOCULDASS SPINNING AND WEAVING COMPANY, LIMITED.

NOTICE is hereby given, that the EIGHTH ORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company will be held on their Mill Premises at Parell, on SATURDAY, the 8th proximo, at 3-30 p. m., for the purpose of transacting the following business :—

1st. To receive the Directors' Report and the Audited Balance Sheet for the year ending 30th June 1879.

2nd. To declare a Dividend.

3rd. To elect a Director, who retires by rotation but is eligible for re-election, and to confirm the appointment of a Director made by the Board.

4th. To appoint Auditors for the ensuing year and to fix their remuneration.

5th. To transact any other business which may be brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY the 5th to SATURDAY the 8th proximo, both days inclusive.

MORARJEE, GOCULDASS & Co.,
Secretaries, Treasurers, and Agents.

Bombay, 29th October 1879.

THE CUMBALLA FAMILY HOTEL.

THE Proprietor of the above Hotel begs to announce to the European Gentry of Bombay and the Mofussil, that he is now prepared to accommodate BOARDERS, VISITORS, and FAMILIES in the above Hotel on the most reasonable terms. The premises are those formerly known as "CUMBALLA HOUSE," and are most delightfully situated in the healthiest part of Bombay. They command a fine view of the sea and of Breach Candy, and the rooms are open to the cool, refreshing, and health-giving westerly sea-breezes.

Being always nothing to be desired. A first class Table is provided: the Breach Candy Swimming Bath is in the immediate neighbourhood of the premises.

Boarders and others staying at the Hotel have the additional advantage of being able to reach the Fort without passing through the Native town, while the distance is only about the same as from Byculla.

SULPHATE
OF
QUINO-CINCHONINE.

([a] $j=o$).

THE Crystalline representative of INDIAN CINCHONA BARK. Strongly recommended as a substitute for Quinine. Much superior to the Government Febrifuge or any of the minor Alkaloids.

Per Ounce, Rs. 3-12.

Wholesale quotations special.

D. S. KEMP & Co.,
SASSOON HOUSE, BOMBAY.

SPECIAL SHORT ADVERTISEMENTS.

The scale for these Advertisements is as follows:—Not exceeding 3 lines, Re. 1; each succeeding line 8 As. No trade advertisements are admitted under this scale.

BOMBAY BANK NOTE.—Lost on the 28th October at Bandora, value Rs. 1,000, No. of Note M 26—67725. Reward of Rs. 50 given to any one finding the note or bringing information concerning the same to the undersigned. J. PHIPPS, P. W. Inspector, B. B. & C. I. Ry., Bandora.

MUSIC LESSONS given by a GENTLEMAN. Please apply to M. A., this Office.

NOTICE.—We have REMOVED our Office to 29, APOLLO STREET.
28th October 1879. C. MACDONALD & Co.

C. COMPANY, B. V. R., will ASSEMBLE THIS EVENING at 8 o'clock at the Frere Fountain. White uniform, forage caps, and arms.

D. S. KEMP, Captain.

WANTED, a strong second-hand OFFICE SHIGRAM, also a Pony Cart. Apply to N., care of *Bombay Gazette*.

WANTED, a small BUNGALOW within 15 minutes drive of Carnac Bunder, Mazagon side preferred. State particulars to "HECTOR" *Bombay Gazette*.

FURNISHED house wanted for 6 months or longer, from middle of Dec. or beginning of Jan. Apply, stating rent, which should be moderate, to A. B., *Bombay Gazette*.

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BUGGY FOR SALE :—First-rate Englishmade BUGGY to be sold at Bennett's Auction TO-MORROW, SATURDAY, at 1 p. m.

LIGHT OPEN PHAETON and GUZERAT BUFFALOE (in milk) FOR SALE at BENNETT'S Auction, TO-MORROW, SATURDAY.

FOR HIRE, several new Victoria and other CARRIAGES, CARRIAGE COMMISSION ROOM, opposite Byculla Hotel.

MANOREE HILL QUARRIES STONE FOR SALE, of excellent quality, for Columns, Steps, Ashlor, Blocking Course, Rubble, Ballast and earth. 5, Hummum St. Fort.

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INDIAN RAILWAY TRAVELLER'S GUIDE, showing every Railway Station on the Indian Lines, with Tables of Fares, and other information required by travellers, with a Coloured Map of India. Published monthly at the *Bombay Gazette* Office. Price As. 8.

FOR SALE, A COLLECTION OF LEGISLATIVE ACTS. Comprising Sea Customs Act, Customs Tariff Act, Indian Arms Act. The Opium Act, The Bombay Salt Act, The Salt Act, The Stamp Act, The Indian Port Act, The Native Passenger Ships Act, The Abkari Act, Periodical Survey of Steam Vessels Act, The Steam Vessel Survey Amendment Act, and the Bombay Port Trust Act. Price Rs. 5, interleaved Rs. 6-8. Apply at the *Bombay Gazette* Office.

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CASH PRICE LIST, SEPTEMBER, 1879.

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DRAWING PENS, in variety.
BOWS and SPRING BOWS, DIVIDERS.
PROTRACTORS, STRAIGHT EDGES.
PARALLEL and POCKET RULES.
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PROPORTIONAL, BEAM, and POCKET COMPASSES.
ENGINE DIVIDED SCALES, Boxwood and Ivory.
THE SQUARES. SET SQUARES. CURVES.
STENCIL PLATES. STENCIL BRUSHES and INK.
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Do. DANGER'S, Rs. 225.
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LAND CHAINS. Rs. 4-8 to Rs. 11-8.
CHESTERMAN'S STEEL TAPES. Rs. 14 and Rs. 18.
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ENGINEERS' COMPLETE SETS OF STENCIL PLATES.

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WATER COLOUR LIQUIDS AND MEDIUMS.
METALLIC SAUCERS, SHELLS, &c.
DRAWING PINS. CHARCOALS.
PALETTES, SAUCERS, SLANTS, &c.
DIPPERS and WATER BOTTLES.
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BOXES OF COLOURS in TUBES. Rs. 14, Rs. 34, and Rs. 59.
SKETCH BLOCKS and BOOKS.
BRUSHES, Sable and Camel-Hair.
CRAYONS, PENCILS, ERASERS.
BOXES OF OIL COLOURS. Rs. 7-8, Rs. 22-8, Rs. 25, Rs. 43, Rs. 50 and Rs. 70.
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BRUSHES, Hog Hair and Sable.
PALETTES. BADGER HAIR SOFTENERS.
VARNISHES, OILS, MEDIA, &c.

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Cheap Aluminium plated German Silver WATCHES from Rs. 10.

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FANCY SMELLING SALT BOTTLES, TOOTH BRUSHES, ELASTIC SILK SUSPENDERS AND BANDAGES.
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These Photographs represent Scenes in Cashmere, N. W. Provinces, the

COMMERCIAL INTELLIGENCE.

THURSDAY EVENING, Oct. 30, 1879.

REUTER informs us that "there are continuous large withdrawals of gold from the Bank of England for Germany and North America, and that an immediate advance in the Bank of England rates is expected." At the same time the rate of discount in the open market is quoted at 1½, and on 4 months' bills at 2 per cent., which scarcely looks like higher rates; but private messages quote 6 months' bills at 2½ per cent.

Consols have receded from 97⅞ to 97⅝, but French Rentes have advanced from 116⅔ to 117, while Enfaced Rupee Paper shows an advance of ⅛ in Fours, which are now quoted at 80⅛ and ⅛ in Fours-and-a-half, which come 87⅜.

In the London General Produce Markets, Coffee and Cocoanut Oil are unchanged. In Linseed there is a further partial advance of 3d. to 1s., and in Rapeseed of 3d. to 6d. per quarter. Indian Wheat, to arrive, 1s. 6d. per quarter lower. Metals are unchanged.

Piece Goods in Manchester are still firm; and for Cotton in Liverpool, Reuter gives a similar report; but the sales for the day are only estimated at 5,000 bales, of which 1,000 were Surats, and prices remain unchanged, except for an advance of 1-16d. in Americans. No New York telegram has come to hand to-day, so that we are unable to give our usual comparison of the receipts at the ports.

The directors of the Oriental Bank Corporation in London make the following announcement:—"With reference to their announcement of 12th August, the Directors of the Oriental Bank Corporation intimate that the accounts of the Corporation, which have now been duly audited, show a net profit for the half-year ending 30th June of £41,78,41,710, being equivalent to 5½ per cent. per annum on the capital, but they have decided to declare an interim dividend at the rate of 4 per cent. per annum only and to carry forward £11,784-17-10 to next account."

At the weekly biddings for Council drafts on India in London yesterday, 30 lacs were allotted on Calcutta and 5 lacs on Bombay at 1s. 8⅜d. per rupee, tenders at that rate receiving in full This is higher by 1-16d. to ⅛d. than was generally anticipated here yesterday, and it is generally believed that the whole amount has been taken upon speculation by the Rothschilds. Whether this report is correct or not, we are not in a position to state, but there can, we think, be little doubt that none of the Exchange Banks have obtained allotments, and the position therefore is rendered all the more uncertain. So long as the regular operators are the buyers of Council drafts, some idea may be formed as to the course of the market, but when outside speculators intervene it is impossible to estimate the probable movements. Some people attribute the operation to a speculation in Silver, others to a desire to push up Rupee Paper, and after events only will show which, if either, are correct. In the meantime Bar Silver has advanced to 53¼d. per oz., equivalent to 1s. 8⅛d. per rupee; but on the other hand, the Secretary of State advertises 40 lacs of drafts for next week's biddings.

EXCHANGE this morning, as was to be expected from the high figure obtained for Councils, opened very strong, with an advance of ⅛d. to 5-32d. per rupee, and during the morning a further rise seemed probable. Later in the day, however, a quieter feeling supervened, the Banks were less anxious sellers, and at the close we have only to quote a rise of ⅛d. all round. As to what the course of rates may be for the rest of the mail, it is difficult to form any reliable opinion. A great deal will depend on the way the Calcutta market opens, but in the meantime it is worthy of notice that we are now ⅛d. per rupee ahead of Silver, and that after a rapid rise of fully 3 per cent., it is not unreasonable to expect a pause, if not a decline. We quote to-day at the close:—

Bank Bills, on demand	...1s. 8⅞d.	per Rupee
Do.	3 months' sight ...1s. 8⅝d.	,,
Credits	3 months' sight ...1s. 8⅞d.	,,
Documents	3 months' sight ...1s. 9 15-16d.	,,
Private	3 months' sight ...2·20¼	,,

On Calcutta we still quote demand drafts at 1-16 per cent. premium, 60 days' sight at ¼ per cent. discount.

GOVERNMENT PAPER, owing to the advance advised from London, opened this morning with a strong upward tendency, and for a time there were few, if any, sellers, but at the close the feeling was quieter, and we now quote Fours, Rs. 94; Fours-and-a-half, Rs. 102½.

The SHARE MARKET is steady, but not particularly active. Bank of Bombay are firm at Rs. 665, a recovery of ¼ per cent. In Land Companies there is no change, and in Press shares we have only to notice an advance of Rs. 5 in Berar. Spinning and Weaving Companies are steady, and our quotations show an advance of Rs. 2½ in Dhuramsey, and Rs. 5 in Great Eastern, Manockjee Petit, and Oriental.

COTTON is decidedly quieter to-day, owing to the further advance in exchange, and both of new and old Cotton, there are sellers, but few buyers. For export, purchases are reported of about 200 bales G. F. Old Dholleras at Rs. 200 per candy; and of New Crop there are sellers at a decline of Re. 1 per candy for February delivery, without leading to business.

SEEDS.—Linseed is dull at Rs. 6-15 to Rs. 7 per cwt., and Rapeseed out of request at Rs. 6-6 to Rs. 6-7 for Gujarat. For Gingelly Rs. 44 per candy has been paid for ready White, and it is reported that purchases of Khabra for December delivery have been made at Rs. 43 per candy, but on the whole the market is quieter.

WHEAT is dull, owing to the adverse advices from home, and there are now sellers, but no buyers of best soft white at Rs. 42 per candy.

FREIGHTS show no appreciable change. For Liverpool the quotations remain at 25s. for Wheat, 27s. 6d. for Seed, and 30s. for Measurement, but there is no ready steamer. For Trieste and Venice there is no change, and the same may be said of Marseilles and Genoa, although for the two latter ports the enquiry is still active. In Calcutta the market continues very strong, and it is reported that a very large proportion of the tonnage is in the hands of one large speculator.

PIECE GOODS on the spot are decidedly quiet, and even at slightly easier rates buyers are not anxious to do business; the approach of the Dewali being evidently an adverse feature, irrespective of increasing stocks. To arrive, the advance in exchange has produced rather more pressure to sell, without, however, a proportionate increase in actual transactions.

COALS continue very firm, and business is reported in Davison's West Hartley and Cardiff in harbour at Rs. 22 per ton, alongside; but for distant delivery, buyers continue to hold off.

BOMBAY BILL AND STOCK LIST.

BANKS.

Banks	No. of Shares.	Nomnl. Value p. sh.	Paid up.	Last Dividend.	Cash Rates per Share.
		Rs.	Rs.	p. a.	
Agra Bank	100,000	100	all	6 p.ct	125
Bank of Bengal	40,000	500	all	4 do	730
Bank of Bombay	20,000	500	all	5 do	665
Bank of Madras	60,000	50	all	3 do	650
National Bank of India,	37,320	432	412-14	6 do	109

LAND COMPANIES.

Colaba Land Co. (New)	4,000	1,000	all	15 ps*	825
Frere Land and Pier Co., Limited	7,500	150		4 p.s	11
Masagon Land	1,750	2 000	1,000	22 p.s	350
Fort Canning Land Company, Limited	6,000	1,40		15 p.s	180

RAILWAY COMPANIES.

G. I. P. Railway Consolidated Stock	..	£20 215	3·5	p.ct	3
Do. New £20 shares	..	£20 13·14·6	do		26
Ditto	..	£20 6·7 2	do		72
Ditto	..	£20 21·13·1	do		32
B. B. and C. I. Ry. Co.	..	£100 1,000	do		1,100
Do. New Shares	..	£18 190·5·12	do		365

SHIPPING INTELLIGENCE.

THE SHIP SENATOR, 1,474 tons, Captain Fulton, arrived in harbour on the 29th inst., from Liverpool 4th July, with a cargo of 2,380 tons coals. The vessel is consigned to the Captain.

THE SHIP EVION, 1,133 tons, Captain O. Jones, arrived in harbour yesterday from Sunderland (11th June), with a cargo of 1,619¼ tons coals. The vessel is consigned to the Captain.

THE A. H. LLOYD CO.'s s. s. POLLUCE, 1,418 tons, Captain G. Regusin, arrived in harbour yesterday, from Colombo 25th October, with a cargo of 45 casks cocoanut oil and 1 package cardamoms.

THE BARQUE CHITTAGONG, 254 tons, Captain J. LeBesque, arrived in harbour on the 29th inst., from Newcastle 29th July, with a cargo of 333 tons coals. The vessel is consigned to the Captain.

THE SHIP PRINCE REGENT, 1,339 tons, Captain David Brass, arrived in harbour yesterday, from Cardiff 18th August, with a cargo of 2,003 tons coals. The vessel is consigned to the Captain.

THE SHIP WILLIAM D. LAWRENCE, 2,459 tons, Captain Ellis, arrived in harbour yesterday, from Newcastle, with a cargo of 3,766 tons coals. The vessel is consigned to Messrs. Remington and Co.

THE BARQUE BURDIGALA, 441 tons, Captain A. Marcussein, arrived in harbour on the 29th inst., from Mauritius 30th September, with a cargo of sugar and eight deck passengers.

THE B. I. S. N. Co.'s s. s. UMBALLA, 494 tons, Captain T. P. Neil-r, sailed yesterday for Persian Gulf, via Kurrachee, with a general cargo and the following passengers:—Mr. M. D. Mackenzie, Lieut Davidson, Lieut. Beaufort, Mr W. W. Robinson, Major Swinburne, Mr. Olivant, E. C. K; Mr. A. D. Cunningham, two native ladies, Mr. R. G. Moore, and 131 deck.

THE P. AND O. Co's s.s. SURAT, 1,954 tons, Captain W. E. Breese, which arrived in harbour on the 29th inst., from Venice 3rd October, brought the following cargo:—85 packages colors and paint, 118 packages papers, 6 packages glassware, 79 cases beads, 28 packages wine and spirits, 95 bales twist, 1,423 packages piecegoods, 11 cases candles, 28 cases provisions, 5 cases eau de Cologne, 584 boxes silver, 1 box gold, 2 boxes specie, 1 box pearls, 14 packages E. teeth, 4 packages cowdees, 48 slabs spelter, 365 packages gum, 5 cases wax, 25 packages coffee, 55 packages senna, 17 packages munjeet, and many packages merchandise.

ARRIVAL OF THE CHINA MAIL.

THE P. AND O. Co.'s s. s. KHIVA, 1,506 tons, Captain Geo. Lee, arrived in harbour yesterday from China, with the China mail, a general cargo, and the following passengers:—From Singapore.—Mr. Dawoodbhoy and servant. From Galle.—Three deck passengers.

ARRIVALS.

Oct.	Vessels.	Commanders.	From.
29	Sinator	Fultan	Liverpool, July 4.
	Chittagong	LeBesque	Newcastle, July 29.
	Burdigala	Morcussein	Mauritius, Sept 30.
	Surat (s)	Breese	Venice, Oct 23.
30	Khiva (s)	Lee	Shanghai, Oct 4.
	Polluce (s)	Regusin	Colombo, Oct 25.
	Elvina	Jones	Sunderland, June 11.
	Prince Regent	Brass	Cardiff, June 18.
	Wm. D. Lawrance	Ellis	Newcastle.

DEPARTURE.

Oct.	Vessels.	Commanders.	Destination.
30	Umballa (s)	Naller	P. Gulf via Kurrachee.

The following vessels were entered for loading yesterday:—
Steamer Pollunce, to Trieste.
Steamer Indis, to Kurrachee.
Steamer Putialla, to P Gulf via Kurrachee.
Steamer Khiva, to Southampton.
Steamer Surat, to Venice.
Steamer Corun, to Coast and Cutch.

ADEN.

ARRIVALS.

Sept. 23 General Domville, ship, Stanton, from Cardiff.
Oct. 12 Murkara, Ballatine, from London.
13 Dagmar, I G, Ensor, from Guardafui.
13 Castore, ss, Mahorchich, from Calcutta.
13 Nizam, Barlow, from Bombay.
13 Garronne, Hillkirk, from Sydney.
14 Norden, Boyson, from Foochow.
14 Nepaul, Murray, from London.
17 Duncairn, ship, Chambers, from Cardiff.
17 Amazone, ss, Didier, from Marseilles.
18 Statesman, Hughes, from Calcutta.
18 Compton, Cowie, from Moulmein.
18 Indus, Shallard, from China.
19 Travancore, Scott, from Bombay.
20 Medea, Crillovich, from Bombay.
20 Munster, Lane, from Cardiff.
20 Kijuy Norgorod, R T, Keay, from Singapore.
21 Roma, ss, Rolla, from Calcutta.
21 Dagmar, I G, ss, Ensor, from Guardafui.
21 Neera, ss, Ratline, from Guardafui.

DEPARTURES.

Oct. 12 Murkars, Ballantine, to Calcutta.
13 Castore, ss, Mahorchich, to Trieste.
13 Nizam, Barlow, to London.
13 Garronne, Hillkirk, to London.
14 Norden, Boyson, to London.
15 Nepaul, Murray, to Bombay.
15 Dagmar, I G, Ensor, to Guardafui.
18 Amazone, ss, Didier, to Shanghai.
18 Statesman, Hughes, to Dundee.
18 Compton, Cowie, to Antwerp.
18 Indus, Shellard, to London.
20 Travancore, Scott, to Venice.
20 Medea, Crillovich, to Trieste.
21 Kijuy Norgorod, R T, Keay, to London.
21 Roma, ss, Rolla, to Genova.

VESSEL IN HARBOUR.

General Domville, ship, Stantons, from Cardiff.
Duncairn, ship, Chambers, from Cardiff.
Munster, Lane, from Cardiff.
Dagmar, I G ss, Ensor, from Guardafui.
Neera, ss, Ratline, from Guardafui.

DAILY IMPORTS.—OCTOBER 30.

FROM LIVERPOOL.

Branksome Hall s—560 casks cement, Edward Bates and Co; 4 packages patent of sorts, Keekabhoy Framjibhoy; 3 packages paint of sorts, Dossabhoy Sullamanjee; 5 casks hardware, Alladin Bharmuli.
Columbia s—3 cases soap, Muncherjee Pallonjee.

FROM LONDON.

Lorne s—250 kegs red lead, Bell Brandenburg and Co; 11 cases oilmanstores, Goolamally Jewanjee and Co; 17 packages glassware, Sallay Mahamed Jaffer; 2 cases toys, Ahmed Moosa; 15 packages hardware, and 6 cases cutlery, Ahmed Moosa; 40 drums chemicals other sorts, Heptoola Shaik Adum and Co; 2 bales brown and 49 packages writing papers, Shaik Ahmed Noordin; 30 bales buff packing paper, M Mandolfo and Co; 200 boxes candles, Eabhoy Thobally.
Nepaul s—41 cases candles, 3 cases oilmanstores, 1 case earthenware, 1 case toys, and 1 case millinery, Bomanjee Manuckjee Punthakey; 1 bale printing paper, A Murcott and Co; 2 cases soap, Goolamally Jewanjee and Co; 2 cases and 2 casks blue and white colar, Tyebally Moola Tezkhan; 4 cases medicine other sorts, 2 cases soap, 3 cases oilmanstores, and 1 case oil, Essoofally Sumsoodin, 1 cask zinc paint, Dossabhoy Sullemanjee.
Scottish Admiral, 100 s—4 cases brandy, Cutler, Palmer and Co.
Bengal s—3 cases claret, Cutler, Palmer and Co.
Pekin s—30 cases whiskey, Cutler, Palmer and Co.
Nizam s—10 cases port, Cutler, Palmer and Co.
Singapore s—10 cases claret, Cutler, Palmer and Co.
Ancona s—8 cases still hock, Cutler, Palmer and Co.

DAILY EXPORTS.—OCTOBER 30.

FOR LONDON.

Khiva s—37 cwts cotton seed and 67 cwts coffee, Allimahmed Hassum; 31 packages cocoanut oil, 305 bags coffee, 6,780 cwts ground nuts, 2 butts oil, and 12 bales skins, and 13 bales senna, P and O S N Co; 30 boxes lemon grass oil, and 260 bales and 127½ cwts coir yarn, Bombay P S N Co; 8 bales skins, C H B Forbes and Co; 36 cwts B horns, Peerbhoy Damjee; 79 cwts D horns, Dawoodbhoy Hasum; 20 bales skins, 54 cwts cusous roots, and 75 cwts B horns, Dawoodbhoy Hassum; 15½ cwts horns and 10 bales carpets, Hajee Allarakhia Nathoo; 100 cases M of P shells, Hajee Abdool Gaffoor and Co; 195 bales cotton, Harvey and Sabapathy.

FOR VENICE.

Pollunce s—150 bales cotton, LANE, Moir and Co.
Surat s—209 bales cotton, P and O S N Co.

FOR TRIESTE.

Pollunce s—100 bales cotton, Killick, Nixon and Co; 50 bales skins Jonmahamed Megee; 187½ cwts castoreseed and 750 cwts gingellyseed, Nuppoo Nensee.
Surat s—20 bales cotton, P and O S N Co.

FOR GENOA.

Sumatra s—85½ cwts gingellyseed, Nusserwanjee Manuckjee and Co.
Surat s—100 bales cotton, P and O S N Co.

FOR MARSEILLES.

Surat s—125 bales cotton and 800 bags coffee, P and O S N Co.

FOR CALCUTTA.

Ellora s—74 bales cotton, Ramjeedass Luckmedass.

MILITARY INTELLIGENCE.

ARRIVALS.—OCTOBER 29.

Rathney, Lieut, 13th Bengal N I, on leave, from Thull.
Smith, Surg, on duty, from Dera Ismail Khan.
Heylar, Captain, 3rd Hussars, on leave, from Deolalee.
Alexander, Lieut, 3rd Hussars, on leave, from Deolalee.
Crabbe, 2nd Lieut, 3rd Hussars, on leave, from Deolalee.
Grey, Captain, Staff Corps, on duty, from England.
Whiting, Surg Major, from leave, from England.
Ogilvie, Col, Comt Dept, from leave, from England.
Yulford, Captain, R E, from leave, from England.
Berrow, Col, Staff, on duty, from England.
Darvall, Captain, 92nd Highlanders, on duty, from England.
Thom, Surg Major, on duty, from England.
Moddee, Dy Surg Gen, from leave, from England.
Haward, Captain, R E, on duty, from England.
Stock, Major, Staff Corps, from leave, from England.
Erskin, Captain, Poona Horse, on duty, from Aden.

OCTOBER 30.

Hadaway, Captain, R A, on duty, from Bangalore.
Barnes, Major, 10th Lancers, on leave, from Jellalabad.
Forster, Lieut, 15th Regt, to join, from Deolalee.

DEPARTURES.—OCTOBER 30.

Davidson, Lieut, R A, on duty, to Quetta.
Feile, Lieut Col, R A, on leave
Robinson, Lieut, R A, on duty, to Quetta.
Twemlow, Major, R A, on duty, to Quetta.
Sanderman, Lieut, 70th Highlanders, on duty, to Poona.
Cunningham, Major, Staff, to rejoin, to Kurrachee.
Hewlett, Surg Major, on duty, to Ahmedabad.
Beaufort, Lieut, R A, on duty, to Kurrachee.
Clanner, Captain, Staff Corps, on duty, to Ali Mujid.
Gordon, Lieut, R A, on duty, to Neemuch.
Smith, Captain, R A, on duty, to Neemuch.

BOMBAY GOVERNMENT ORDERS.

(*Bombay Government Gazette*, October 30.)

MILITARY DEPARTMENT.

Surgeon Major Hewlett, is appointed a Deputy Surgeon-General on the establishment, vice Deputy Surgeon-General Wyllie.
The services of Captain Larminie, are placed at the disposal of the Government of India.
Lieut Browne, 33rd Bengal N I, is allowed to proceed to Europe on medical certificate.
Lieut Reid, 1-25th Foot, is appointed a Probationer for the Bombay Staff Corps.
The following officers have assumed charge of and joined the Executive Commissariat Offices specified opposite their names:—
Captain Forgett, 28th N I, has assumed charge of the Deesa Executive Commissariat Office.
Major James, 2nd Grenadier Regiment N I, has assumed charge of the Nusseerabad Executive Office.
Captain Heath, Acting Staff Officer, Hyderabad, has assumed charge of the Hyderabad, Executive Office.
Lieut Chapman, 10th N I, assumed charge of the Neemuch Executive Office.
Major Mander, 13th N I, has assumed charge of the Mhow Executive Office.
Lieut Coles, 15th N I, has assumed charge of the Ahmedabad Executive Office.
Lieut Moores, H M's 17th Foot, has joined the Bombay Executive Office.
The services of Major Gordon Cumming, Staff Corps, are placed at the disposal of the Government of India in the Military Department.
Surgeon-Major Bateman, Madras Medical Establishment, is allowed to proceed to Europe on medical certificate.
Lieut McCausland, 45th Bengal N I, is allowed to proceed to Europe on medical certificate.
The Rev A W Baynham, Chaplain of Hyderabad, is granted privilege leave for two months.

CIVIL APPOINTMENTS, &c.

Mr Cox is appointed to act as Assistant Political Agent, Kolhapur, for the purpose of superintending the education of the young Raja until further orders.
Colonel Barton, Political Agent, Kathiawar, is allowed privilege leave for two months.
Major Wedderburn, First Assistant to the Political Agent, Kathiawar, is appointed to act as Political Agent, Kathiawar during the absence of Col Barton.
Surgeon-Major Hughes, Surgeon Hughes have respectively delivered over and received charge of the duties of Professor of Midwifery in the Grant Medical College.
The services of Mr Whitter, Sale Department, are replaced at the disposal of the Government of India.
Keyser to act as Collector and Magistrate of the District of Sholapur and Political Agent and District Registrar, Sholapur, during the absence of Mr Spry.
Mr Grey is permitted to resign Her Majesty's Covenanted Civil Service on the Bombay Establishment.

PUBLIC WORKS DEPARTMENT.

Mr Gangadhar Ramkrishna Kirane, Assistant Engineer, First Grade, is permitted to retire from the Service.
In consequence of Colonel W W Goodfellow, C B, R E, having returned to duty, the following reversions will take place.
Col Greig, to revert to temporary Superintending Engineer, Second Grade.
Col Maunsell, to revert to Executive Engineer, First Grade.
Mr Doig to revert to Executive Engineer, Third Grade.
Mr Gibbon to revert to temporary Executive Engineer, Fourth Grade.
Lieut Fuller, to revert to Assistant Engineer, First Grade.
Mr Rebeiro to revert to Assistant Engineer, Second Grade.
Lieut Spilsbury, is appointed temporarily to act as Executive Engineer, Jacobabad, and has received charge of that Office from Mr Tate.
Col Maunsell has delivered over and Col Greig has received charge of the Office of the Superintending Engineer, Northern Division.
The services of Lieut Bowyer are placed at the disposal of the Government of India for permanent transfer to the Panjab.
Mr Qoinlan, Examiner of Railway Accounts, has received temporary charge of the Office of the Examiner of Public Works Accounts from Mr Hopkins.
The services of the undermentioned Officers are placed permanently at the disposal of the Government of India for transfer to the State Railway Branch:—
Mr Hollum, Temporary Executive Engineer, Third Grade.
Mr Shannon, Temporary Executive Engineer, Fourth Grade.
Messrs D'Cruz, Sub-Assistant Conservator of Forests, and Woodrow, Assistant Conservator of Forests, have delivered over and received the Forest charge of the Supa Taluka of Kanara.
Mr Acworth has delivered over and Mr Bahmanji Eduljí has received charge of the office of the Second Assistant Collector and Magistrate, Panch Mahals.
Mr Bahmanji Eduljí has delivered over and Mr Allen has received charge of the office of the Second Assistant Collector and Magistrate, Panch Mahals.
Mr Sinclair has delivered over and Wilson has received charge of the office of the First Assistant Collector and Magistrate of Kaira.
Mr Colgrave has assumed charge of his duties as Assistant Superintendent of Police on special duty, Poona and Kirkee Cantonments.
Messrs. Shrinivas Balaji and Richardson have respectively delivered over and received charge of the Belgaum District Jail.

PUNJAB GOVERNMENT ORDERS.

(*Punjab Government Gazette*, Oct. 23.)

Mr Rivaz has resumed charge of the office of Superintendent of the Kapurthala State from Mr Young.
Surgeon Lawrie, Professor, Lahore Medical School, is appointed Meteorological Reporter to the Government of the Punjab, in addition to his other duties, vice Mr Oman.
Mr Anderson, Assistant Commissioner, is, on being relieved of the charge of the Gurgaon District, retransferred to Umballa, and appointed to officiate temporarily as Judicial Assistant of that district.
The Hon the Lieut-Governor is pleased to invest Mr Anderson, Officiating Judicial Assistant, Umballa, with power to hear appeals from the orders of Magistrates of the 2nd and 3rd Classes.
Mr Barkley is, on being relieved of the charge of the Jullundur Division, appointed to officiate as Commissioner and Superintendent of the Lahore Division, vice Mr Smyth, appointed to officiate as Judge, Chief Court, Punjab.
Mr Barkley, Officiating Commissioner and Superintendent, Lahore Division, is appointed Sessions Judge of that Division.
Mr Rivaz, Officiating Commissioner and Superintendent, Lahore Division, is appointed Sessions Judge of that Division.
Surgeon Lawrie, whose services have been placed at the disposal of the Government of the Punjab, is appointed Professor of Anatomy and Surgery in the Lahore Medical School vice the late Surgeon-Major Nell.
Mr Miller has resumed charge of the office of Secretary to Financial Commissioner, Punjab, on being relieved of the duties of Inspector-General of Registration and Superintendent of Stamps, Punjab.
Mr Young, Deputy Commissioner, has obtained privilege leave of absence for three months.
The undermentioned members of the Bengal Civil Service whose services have been placed at the disposal of the Government of the Punjab, are appointed Assistant Commissioners of the 3rd Class—Messrs Tweedy, Johnstone, Younghusband and Brown.
Mr Francis, Assistant Commissioner, is, on being relieved of the duties of Secretary to Financial Commissioner, Punjab, re-transferred to the Umballa District.
Mr Walker, Assistant Commissioner, is transferred from the Hoozara to the Kohat District.
Mr Lyall has resumed charge of the duties of Financial Commissioner, Punjab.
Lieut-Col-Davies, Commissioner and Superintendent, has resumed charge of the Jullundur Division, relieving Mr Barkley.
Lieut-Col-Davies, Commissioner and Superintendent, Jullundur Division, is appointed Sessions Judge of that Division.
Mr Lemarchand, Assistant District Superintendent of Police, is, on being relieved of his duties as Officiating District Superintendent of Montgomery, transferred to the Mooltan District in his substantive capacity.
The following postings of Executive Engineers will take effect from 1st November or from such date as the Superintending Engineers are able to make the necessary arrangements—

[LOWER OR 2ND CIRCLE.]

Delhi Division—Lala Balmokund, to officiate as Executive Engineer.
Umballa Division—Mr Cox, to be Executive Engineer.
Amritsar Division—Mr Wallis, to officiate as Executive Engineer.

[UPPER OR 1ST CIRCLE.]

Lahore Division—Rai Kanhya Lal Bahadur, to be Executive Engineer.
Rawalpindi Division—Mr Scott to be Executive Engineer as a temporary arrangement.
Derajat Division—Lieut Kellie to officiate as Executive Engineer.
Peshawar Division—Captain Tickell to be Executive Engineer during the absence of Captain Harvey, on field service.
Mr Parkes, Assistant Engineer, has received over charge of the Water Works Division from Mr Blair.

CALENDAR FOR OCT. & NOV. 1879.

PHASE OF THE MOON.

Full Moon.....30th, 7h. 0. 8 m. a.m.

Date.	Remarks.	Sun rises. A.M.	Sun sets. P.M.	High Water.	Low Water.
		H. M.	H. M.	H. M.	H. M.
Oct.					
Fri. 31	.....	6 1	5 26	11 87 m	5 54 m
Nov.					5 51 s
Sat. 1	All Saints' Day.	6 2	5 25	0 24 m	6 24 m
				0 6 s	6 21 s
Sun. 2	21st Sunday after Trinity.	6 2	5 25	0 55 m	6 28 m
				0 35 s	6 51 s
Mon. 3		6 3	5 25	1 31 m	7 31 m
				1 6 s	7 28 s
Tues. 4	English Mail expected	6 3	5 24	2 8 m	8 8 m
				1 43 s	8 2 s
Wed. 5	.....	6 4	5 24	2 50 s	8 33 m
				2 26 s	8 44 s
Th. 6	.....	6 4	5 23	3 33 m	9 42 m
				3 18 s	9 33 s

MR. A. MENIST, OCULIST & OPTICIAN, of AMSTERDAM and LONDON, has RESUMED his Professional visit to BOMBAY, and may be consulted at THE RAILWAY TERMINUS HOTEL, Rampart Row, Fort.
There is no necessity for entering into details regarding the quality of the Spectacles supplied by Mr. MENIST, as the Superiority of his NON-PRISMATIC PEBBLES, and NON-PRESSURE EYEGLASSES, are well-known throughout the world.
12 lens Aluminium Binoculars, Binocular, measuring, and other Telescopes of superior quality.
Pamphlets containing numerous Testimonials may be had on application.

NOTICE.

ALL LETTERS, PARCELS, and TELEGRAMS for HIS EXCELLENCY the GOVERNOR and the PRIVATE SECRETARY should, on and after the 3rd November 1879, *be sent to Government House, Malabar Point, Bombay, until further orders.*

G. H. R. HART,
Acting Private Secretary to His Excellency the Governor of Bombay.

Government House, Gunesh Khind, Poona, 3rd October 1879.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS TWO RUPEES. THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BOMBAY.

BIRTH.

JARDINE—October 29th, at Malabar Hill, the wife of James Jardine, Barrister-at-law, of a son.

All MONEY ORDERS, CHEQUES and other Remittances, sent to this office should be made payable to the "Proprietor of the *Bombay Gazette*."

The Bombay Gazette

FRIDAY, OCTOBER 31, 1879.

THE telegrams from our correspondent in Scinde, which we have from time to time published, have given full particulars regarding the rapid progress that the new railway is making. The pioneer engine it is expected will enter Jacobabad on the 7th or 8th proximo, and as the earthwork from thence to the desert, eleven miles further on, has already been completed, in a very short time we shall hear that railway trains are rattling past the Bugti hills and invading the hitherto unknown territories of the marauding Marris. Before the wild Baluch nomade can have fully mastered the real significance of the work which busy gangs of labourers from Hindustan are now carrying on in the sterile wastes of his country, he will be gazing with astonishment on the locomotive which, more effective than a score of military expeditions, will introduce order and peace, where the suzerainty of neither Khan nor law have as yet been acknowledged. We observe from the English papers to hand by yesterday's mail, that the solution of the Afghan question, to which we have from the first pointed as the best means of escaping from our present difficulty—the constitution of Kandahar as the central seat of Government in Afghanistan—is now being favourably discussed by the Press at home. Correspondents from Kabul also inform us that the feeling among the troops there tends in the same direction, and indeed the wisdom of the measure is so apparent that it cannot fail to be adopted eventually by the Government of India. Kabul, as we have all along asserted, should be abandoned; its importance as the leading city in Afghanistan should be withdrawn and transferred to a place that, like Kandahar, can be thoroughly brought under British influence. Our London correspondent, in his letter published to-day, suggests that Sir Richard Temple should be appointed as High Commissioner in Afghanistan, and doubtless, so soon as the Governor of Bombay has carried through his present work—the initiation of the organization for carrying the new railway to the foot of the Bolan range, and the discovery, if possible, of a route by which that railway may be taken to the Quettah plateau above—he will be ordered to proceed to Kandahar, there to organize that new administration of the Amir's territories which has been forced upon us by the failure—or worse—the treachery of Yakub Khan, in executing the provisions of the Treaty of Gundamuck. Of course, the success of that policy would be largely dependent upon the practicability of carrying the railway on the whole distance to Kandahar. A contemporary has averred that Government have determined finally to construct that railway, but the announcement, as we have pointed out, is premature. It may be as well, seeing that popular interest has been so actively awakened in the enterprise, to sketch the position as it exists so far. Government have sanctioned the construction of a railway to Dadur, because, up to that point, the country has already been surveyed, and a railway is known to be practicable: but beyond Dadur everything at present remains in uncertainty. To carry the line to Quettah *via* the Bolan would be a difficult and costly task—so costly that Government at present are not prepared to face it. They can only see their way to making a mountain tramway. However, the route has not been professionally surveyed—at least surveyed with accuracy—with a view to building a railway along it, so that when that has been done, the difficulties that now appear insuperable may after all disappear. In the meantime, Sir Richard Temple is not without hope that a practicable road may be found by way of Sibi which will avoid the Bolan altogether, and he proposes to proceed to Sibi forthwith, where he will meet Sir Robert Sandeman and a staff of competent engineers. Sir Robert Sandeman is also sanguine that the Sibi route will be found practicable, and we may depend upon the party, when it has assembled, leaving nothing undone to solve the question one way or another. The search will commence upon the first of November and ought to be finished before the railway has been constructed as far as Mittri. If successful, from Mittri the line will be taken on to Sibi and from thence to Quettah at once, instead of only to Dadur as at present ordered by the Government of India. We think we may safely hope that such men as Sir Richard Temple and the well known Agent of the Government of Baluchistan will between them find a way, if a way is to be found, and that accordingly we shall be able to announce before long that Quettah is to be connected with India by an unbroken line of rail. Once at Quettah the question will be—is the remaining distance between that place and Kandahar also to be bridged? That at present is also a matter of uncertainty. The line has not been surveyed, although measures will probably be taken to have that work done as rapidly as possible. But at present we do not know whether such a railway would be feasible at all or at least feasible within reasonable cost. Beyond Quettah lies the Pischeen valley thirty miles broad, perfectly flat, but bounded on the Kandahar side by the almost impracticable Kojuck range, which reaches an elevation of some 3,000 feet of sheer ascent above the level of the plain. The Kojuck is the chief physical obstacle that has to be overcome in the long road from the Indus to Kandahar. A capital road has been constructed across the Pass, and at present a tonga could be driven from Sukkur to General Stewart's camp: but the ascent and descent at the Kojuck is far too abrupt for a cheap railway such as is now proposed. The gradient much exceeds that of the Bhore Ghaut, and the engineers would have to search out some other road than that now taken by our convoys. The Gawja pass is easier than the Kojuck, but is also very difficult, and to build a railway along it would be an expensive undertaking. There is, however, another alternative which it seems to us is worthy of consideration. Crossing Pischeen from Quetta and approaching the Kojuck, the fertile valley is seen to merge on the left into the vast red desert of Siestan that extends unbroken for hundreds of miles and far into the territories of the Shah of Persia. Of course that desert is an impassable waste into which no kafilla ever ventures. There is neither water nor food for man or beast; but the Kojuck range sinks into nothingness, and the mighty mountains become insignificant hills, some twenty miles out into that desert. Now, although no living thing can traverse these solitudes, it does not follow that a railway would be impracticable, and we would accordingly suggest that it may be found better to take that railway round the Kojuck by way of the desert rather than to attempt to carry it over the precipitous and almost impracticable wall of rock in front. A railway train, unlike a convoy of camels or a column of troops, can carry a supply of water with it, and the eighty miles of waterless ground ought not to prove an insurmountable obstacle to the locomotive.

At all events, the question of railway or no railway remains in the position which we have above endeavoured to describe. To Dadur the line has been surveyed and to Dadur it will accordingly be constructed. Whether it is to be carried beyond Dadur depends upon circumstances, but we now may calculate, seeing how much public opinion both in England and in India is in favour of the measure, that Government, if they can, will secure the advantages, both commercial and political, that must result from through railway communication between India and Afghanistan. It seems almost certain that in the spring a military expedition will leave Kandahar for Herat. We simply cannot permit Herat to separate from Afghanistan, and yet that is the contingency with which we are now threatened; for sooner than acknowledge our authority, Iyub Khan, the Governor, and Yakub Khan's brother, is certain to throw himself into the hands of Russia. A Russian army is now approaching the famous fortress, and held as Herat is by an enemy, we cannot afford to risk the chance of that enemy delivering, what has been called the key of India, into the hands of our rivals. How necessary, therefore, is it that no time should be lost in carrying to a conclusion the work which Sir Richard Temple has so energetically begun.

THE proclamation which General Roberts has issued to the people of Afghanistan describes the policy which the Imperial Government have in the meantime adopted with regard to that country. The policy announced is the only one practicable under present circumstances. Until the future form and mode of Afghan Government is determined upon, British rule virtually prevails in the territory of the late Amir. In the meantime what sounds very like an Afghan parliament is to be summoned. All the leading Sirdars and those who may be expected to represent the interests of the people are to be consulted, and the future form of administration determined upon. Not improbably, we may retain the country in our possession, ruling it by means of the existing national state machinery of Sirdars, Chiefs, and hereditary Mallicks; exacting suitable tribute from each, and establishing our central authority at Kandahar, from whence it would be comparatively easy to subdue those who might, and who certainly would from time to time contest our authority, as they contested Shere Ali's. Afghanistan would in that case resume the position in the Indian empire which it occupied during the time of the Mogul Empires, of India who ruled the country by means of Governors at Kabul and at Kandahar. To hold Afghanistan in the manner indicated is quite practicable, provided the railway to which we refer above is

LATEST INTELLIGENCE.

(FROM OUR OWN CORRESPONDENTS)

THE GHILZAI ATTACK ON GENERAL HUGHES.

MORE FIGHTING EXPECTED.

KANDAHAR, Oct. 29.

Further intelligence just received from native merchants here states that some 3,000 Ghilzais have assembled in the hills around Khelat-i-Ghilzai. A portion intend once more to attack General Hughes's column, and the remainder are said to intend attacking any convoys proceeding from Kandahar.

A strong detachment of the 2nd Beloochees, under Major Bryant, left yesterday for Khelat-i-Ghilzai; and, as a wing of the 3rd Goorkhas is returning thence, they may catch the enemy between them.

Captain Molloy, political officer, accompanies the Belooch detachment.

The late engagement was with the first body.

LATEST AFGHAN ITEMS.

LAHORE, Oct. 30.

The *Civil and Military Gazette* publishes the following:—

Colonel John Watson has been appointed to command throughout the Kurrum.

Army head quarters will remove from Simla to Calcutta about 20th November.

Through the exertions of Major Wright, supplies for the Kabul force have been collected for five months.

Macpherson's brigade advances immediately towards Gundamuk to join General Bright. Opposition is probable.

(FROM THE PRESS COMMISSIONER.)

PROCLAMATION BY GENERAL ROBERTS.

SIMLA, Oct. 30.

General Roberts has, under instructions, issued the following proclamation at Kabul:—

I, General Roberts, on behalf of the British Government, hereby proclaim that the Amir having, by his own free will, abdicated, has left Afghanistan without a government.

In consequence of the shameful outrage upon its envoy and suite, the British Government has been compelled to occupy by force of arms the city of Kabul, and to take military possession of other parts of Afghanistan.

The British Government now commands that all Afghan authorities, chiefs, and sirdars do continue their functions in maintaining order, referring to him whatever is necessary.

The British Government desires that the people shall be treated with justice and benevolence, and that their religious feelings and customs be respected.

The services of such sirdars and chiefs as assist in preserving order will be duly recognized; but all disturbers of the peace, and persons concerned in attacks upon the British authority, will meet with condign punishment.

The British Government, after consultation with the principal sirdars, tribal chiefs, and others representing the interests and wishes of the various provinces and cities, will declare its will as to the future permanent arrangements to be made for the good government of the people.

[REUTER'S TELEGRAMS.]

(*By Red Sea Cable.*)

THE *DAILY NEWS* TELEGRAM CONTRADICTION.

LONDON, Oct. 30.

The telegram lately published by the *Daily News* from St. Petersburg, that Russia contemplated despatching two military expeditions next spring, to assist the Afghan tribes against the English, is said to be untrue.

PARLIAMENTARY.

LONDON, Oct. 30.

Parliament is further prorogued until the 19th of December.

STEAMER MOVEMENTS.

SUEZ, Oct. 28.

The Hall Line Steamer City of Baltimore passed the Canal at 11 a. m. on 26th inst.

ADEN, Oct. 30.

The B. I. S. N. Company's steamer Almora, homeward bound, from Calcutta, Madras and Colombo, sailed to-day.

LONDON, Oct. 29.

The Liverpool Cotton market closed firm. Surats firm.

The London Cotton Market has been active.

Fair Dhollera	5½
The Manchester Market has been firm.	
3 per cent. Consols for account	97⅞
5 per cent. French Rentes, 1872	117
4 per cent. Rupee Paper	80½
4½ per cent. do.	87⅛
Bar Silver	53½

There are continuous large withdrawals of gold from the Bank of England for Germany and North America.

An immediate advance in the Bank of England rate of discount is expected.

STEAMER REPORT.

GALLE, Oct. 30, 1-30 P. M.

Mail Steamer Khedive, from Aden, arrived.

THE WEATHER.

WEATHER REPORT BY TELEGRAPH.—Oct. 30.

CANNANORE, 4-55 p.m.—Weather cloudy; wind W.

KARWAR, 5 p.m.—Weather fine; wind N. W. 3; thermometer 81·5; barometer 29·862.

MANGALORE, 4 p. m.—Weather fair; wind N. E. N. W.

TUTICORIN, 3-8 p. m.—Weather fine; wind E.; thermometer 84; barometer 29·84.

VINGORLA, 5 p. m.—Weather cloudy; wind N. light; thermometer 81.

METEOROLOGICAL OBSERVATIONS.

GOVERNMENT OBSERVATORY, COLABA.

BOMBAY, 29th October 1879.

Means of observations taken at 6 a.m., 10 a.m. 2 a.m., 4 p.m. and 10 p.m.

Barometer corrected 32 deg. Fah	29·866
Temperature of the Air	78·5
Wet Bulb Thermometer	70·2
Dew Point	66·3
Relative humidity of Air	0·668
Extent of cloudy sky (the whole sky clouded=8).	0·6
Maximum temperature of air (read at 6 p.m.)	84·0
Minimum do. (read at 10 a.m.)	71·5
General Direction of Wind	E, ENE, NE, ENE, NW, WNW, NW, NNW, N, NNE, NE.
Movement of wind in 24 hours	324

On the 29th October the Time Ball was accidentally dropped about half a minute too soon. A flag was hoisted for repeating the signal at 2 p.m. and was dropped correctly.

RATE OF EXCHANGE ON LONDON.

Bank Bills, on demand	1s. 8¾d.	per Rupee.
Ditto 3 months' sight	1s. 8⅞d.	,,
Credits, 3 ,,	1s. 8⅞d.	,,
Documents, 3 ,,	1s. 8 15-16d.	,,
Francs 3 ,,	229½	,,

A reference to the advertisement elsewhere will show that on the 29th of November the St. Andrew's dinner of Bombay is be held; for it is now no more a mere idea, but *au fait accompli*. Arrangements are being energetically made. A chairman and croupier have been appointed, and a list of hard-working stewards has been selected. As to a place of meeting, the Town Hall is unprocurable, owing to the University Examinations; but this difficulty, through the kindness of Dady Manockjee Limjee, Esq., has been overcome. That gentleman has most kindly placed the very commodious bungalow, "Altamont" at the disposal of the Committee. "Altamont," is admirably suited for such a gathering as that which promises to be held on the evening of the 29th of November. It stands on the summit of Cumballa Hill; is airy and commodious, and by no means difficult of access. Of course, all Scotchmen will see it to be their duty to be present, at all events, for the honour of the Patron Saint of the country which gave them birth, and we should think, the great majority of the *gens Scot*, at present resident in Bombay will find their way with their guests to Altamont on the evening of the 29th of November.

WHATEVER fanaticism there may be in Kabul—and that it is highly fanatical historical, events have only too sadly shown—it is clearly under a cloud now, writes a correspondent, and as long as we remain in the Bala Hissar with a force ready for all contingencies, it can never make much headway. Our march through, having been happily ended, Sir F. Roberts drew rein outside the Lahore Gate and waited while the infantry brigades filed out with bands playing and colours flying. This ended our second and final triumph in the humiliation of Kabul, and now there lies before us the work of detection and punishment of those who shared in the massacre of our Envoy. That there are many in the city all, our information leads us to believe, and we are not likely to let them escape.

A GREAT number of bullocks have been collected at the Bankipore railway station to be forwarded on to the frontier. None, however, have been despatched for some days past, in consequence of the block at Lahore and Jhelum. The carts that have already arrived at Jhelum have been condemned and reported as perfectly useless, on receipt of which information, a number of native carpenters, in charge of a European mechanic, were sent from Bankipore to try and put them together if possible. It is said that railway freight, amounting to upwards of Rs. 50,000, has been paid on the small portion of carts and bullocks already sent off from this station. This, added to other expenses, will bring the average cost of each turn-out, on arrival at Jhelum, up to at least Rs. 400.

Two well known native gentlemen from Bengal are now on a visit to Bombay, viz., Dr. Rajendralala Mitra and Babu Sama Churn Law.

THE pressure of the Afghan war and the new outbreak amongst the Nagas, are, a Calcutta paper thinks, likely to cause changes in the plans for the Government of Bengal. Sir Ashley Eden will probably return at once, proceeding to Darjeeling without coming to Calcutta, and taking over charge by telegraph. Sir Steuart Bayley in this case will proceed to Assam, where his presence will be required in consequence of the new little Naga war.

THE mortality at Jeypore from fever is greatly on the increase. Reports from Agra state that the deaths from this cause are reported to amount to 70 or 80 per day. The whole country north of Mokameh, indeed, appears to be suffering from such an outbreak of fever as has not visited India within this generation.

RYOTS in the Deccan, who suffer so much from visitations of rats, should be interested to learn from an intimation which appears in a contemporary that a German, Dr. Heinersdorff, has slaughtered rats on a whole salesmen by means of a new rat poison invented by himself and called gliricin. With a single box, containing about seven hundred grammes, he had succeeded in totally extinguishing the rat population of great stables, cellars, and barns. On one large farm after the application of 1,400 grammes, no less, than 120 rats were found dead early in the morning. It appears that the animal rushes greedily at the gliricin which, according to the inventor, has the valuable property that it is only deadly for the gnawing species.

FEVER seems to be especially fatal at Muttra, where it is reported that 20,000 people died during the last month, and where the mortality for last week was still 2,000. The 8th Hussars at this station are said to have lost 24 men since their arrival.

THE rules for the guidance of editors of newspapers and correspondents in the field, are, says the *Englishman*, simply the last effort of a tottering administration to stave off for a few brief hours the well-earned ruin and disgrace that stare it in the face. That the task of dealing such a blow at liberty has been relegated to the Horse Guards, adds to, rather than detracts from, its significance. In thus seeking to shelter itself under the pretext of military necessity, the Government betrays its sense of the odious character of the Rules. That it should have believed for a moment that the pretext would be accepted by the country, is but one proof more added to the accumulated evidence of its imbecility, which the last few months have supplied.

A SPECIAL telegram to the *Englishman* from Jellalabad states, that the road has been reconnoitred twelve miles beyond Gandamak. The road is bad for artillery beyond Surkhpur. The climate is perfect. The grain was found to have been carried off before the arrival of the troops.

MR. AITCHISON, Chief Commissioner of Burmah, has intimated to friends in England that he does not believe the Mandalay difficulty will be saved without a short war and the enthronement of Nyoungan.

THE want of a money-office at Quetta is felt rather severely; especially by the native soldiers. Money sent through the Pay Master takes from six weeks to three months before it is paid in India; and the alternative of sending money through the telegraph is, of course, too expensive. Native soldiers and followers have both borne very great hardships with much cheerfulness and good will, and the Government has shown its appreciation of their conduct in the issue of free rations, warm clothing, and batta. But these benefits would be much enhanced were they able readily to remit what they earn to those they have left at home. Every one who knows anything of natives is aware how fond they are of their families; and of their self-denial, in order that those dependent on them may not want. Everything which conduces to this end tends to make them happier and better able to appreciate the advantages that Government service confers.

THE Government have given Messrs Neilson and Co., of Glasgow, orders for the construction of eighty locomotives for the Indian railways.

IT is notified in the English papers that, for the purpose of ascertaining the amount of the annuity to which each proprietor shall be entitled, the consolidated stock register of the East Indian Railway Company will be closed on November 1, and that no transfer will be made after that date.

THE Simla correspondent of a contemporary mentions that Government has bought the "Kennedy House" estate from its owners for the modest sum of ninety thousand rupees, and it is intended for the accommodation of as many offices as it will hold.

THANKS to the prompt and decisive action of the authorities in Larut, the riot which broke out there and at the time threatened formidable dimensions, has been suppressed. The loss of life has been considerable, 29; Chinamen were either killed or have since died, but considering that the ranks of the disaffected numbered 5,000, and that they threatened to burn the town, the result has been very satisfactory.

FUJITA, one of the leading merchants of Japan, with Nakano, another prominent merchant, and sixty others, have been arrested for forging Government notes to the value of three million yen, which the leader above named got manufactured in Germany, and exchanged them for true Government notes immediately on their arrival, thus leaving the Currency Office itself to distribute the forged notes. The discovery caused the wildest excitement in Japan. There was something like a financial crisis on the bourse at Yokohama. The *Overland China Mail* speaks of the scene as being infernal, and only to be matched at the gambling salons of Monaco, or in the vile hells of San Francisco. The failures are large, numerous and complete. It is said that political crimes are also laid to the charge of Fujita, Nakano and others of those arrested.

THE *Straits Times* says that the Chinese are becoming adepts at billiards. Mr. Stanley is now daily engaged in giving private lessons in this cosmospolitan game at the houses of wealthy Celestials.

ACCORDING to the Hongkong papers, a severe typhoon was raging in Yokohama on Monday, the 22nd ultimo. The *Daily Press* of Wednesday, 24th ultimo, says:—"From a telegram received on Monday afternoon by a Chinese *hong* from Japan, we learn that a severe typhoon was at that time raging in Yokohama, that numbers of ships had been driven from their moorings and drifted out to sea, and that many lives had been lost."

THE Agents of the Oriental Bank Corporation and the Hongkong and Shanghai Bank Corporation at Yokohama have notified that their Banks will in future be prepared to accept and pay the Japanese silver *yen* (weighing 416 grains and 900 touch) at par with the Mexican dollar. In future, all accounts are also to be kept in dollars, local currency. This notification follows upon one from the Japanese Government to the effect that the *yen* in question will henceforth be received at par with the Mexican by every department of the Government and by all Japanese subjects. There is also a report in the Yokohama papers that the Government of Hongkong has received the sanction of the Home Government to legalise a par value between the Japanese *yen* and the Mexican.

THE rumours of an impending outbreak between China and Japan continue. Both countries are well prepared for war; and only want a master mind fit to organise plans and take supreme command. It is openly said that China and Russia have made a compact with each other in special view of war at an early date.

SOME addition, it is said, is shortly to be made to the Chinese press laws, by which private or public individuals will be able to claim pecuniary compensation from slanderers.

THE Sydney International Exhibition was opened on Sept. 17, and the proceedings passed off very successfully. The weather, fortunately, turned out fine, and an immense crowd assembled to witness the inaugural ceremony. The exhibition was still in an incomplete state, but efforts were made to advance matters as far as possible for the opening day. His Excellency Lord A. Loftus, accompanied by the Governors of Victoria, South Australia and Tasmania, joined the procession at the gate of Government House. In declaring the Exhibition open, his Excellency delivered an address welcoming all nations to the "newly raised temple of industry and peace in a new world." In the evening, the Governor entertained a large number of guests at the Government House. The Marquis of Normanby, in replying to a toast, said that while admitting the Sydney Exhibition would be hard to beat, Victoria intended to do her utmost to surpass the great results obtained in the sister colony.

THE London correspondent of the *New York Tribune* is responsible for the following:—The Prince of Wales was the head of the English Bonapartists, and had looked forward to the restoration of the Napoleonic throne and its consolidation, by a matrimonial alliance between the late ill starred Pretender and the Princess Beatrice, who is said to be almost broken-hearted at his tragical end. She and Prince Louis Napoleon, it was reported to the French Government, often met at Marlborough House, and were partners in dances. The Princess, leading a monotonous and secluded life, was easily impressed by the attention of the young Imperial exile. A romantic affection sprung up between them. Beatrice refused to marry any one else, and the Prince of Wales, whose French friends are mostly Bonapartists, took his sister's part when she was blamed for her unfortunate preference. The Queen was brought round to accept the French Prince as a son-in-law if the consent of a parliamentary majority to the match could be assured. Hence, the efforts made by "certain daily and society" journals to place the suitor in a favourable light, and to represent the Republic as being on its last legs, and the determination of the young man himself to defend English civilization against African barbarians at the Cape.

THE special correspondent of the *Daily News* on the agricultural depression calls attention to a matter, of which a good deal more will be heard before the Royal Commission on Agriculture presents its final report. Farmers complain (the writer points out) that although the money invested in stocking and improving farms is as much personal property as money employed in trade or in manufacture, yet they are taxed out of all proportion with traders and manufacturers. For instance, a man in the corn trade turns over nearly half a million a year, yet his assessment is only £20 for a house and £50 for a granary. The farmer, engaged in quite as hazardous a business, and with an income ridiculously smaller, is assessed at £650. Again, as to improvements. These are subjected to a tax which acts as a direct hindrance upon the investment of money in farm buildings, labourers' cottages, good roads, and the like. Every additional pound thus added to the early rateable value—though all admit that the return obtained is at a low rate of interest—is liable to an average deduction of 2*s.* 9*d.* for poor-rate, highway rate, education rate, &c. As the farmer puts it, "it is tyrannical injustice to levy rates upon what is produced by our money, and to leave untouched what is produced by yours. Our farming ought to be conducted on a commercial basis, but this is not treating farming as a commercial pursuit."

The promoters of the anti-rent agitation in Ireland have approached so near to counsels of violence, that it is almost a relief to find them turning their attention to remedial schemes which are at least no worse than visionary. And this is the worst that can be said of the appeal issued by Mr. Parnell and others for support to the "Irish National Land Movement." The object of this movement is to place the "600,000 landless farmers" of Ireland in freehold possession of the acres which they now cultivate; but this, we are glad to observe, is to be effected by no violent means. "In formulating a demand for ownership of the soil by the occupiers, in substitution for that of the landlords, the people of Ireland neither contemplate ask for the confiscation of those proprietorial rights which existing laws must necessarily recognize and protect, but that for the transfer of these rights to an indus trial ownership, a fair compensation may be given to those who shall be called upon to agree to such transfers for the settlement of the agrarian strife of the country and the supreme good of the people." The land lords, it is to be observed, are to be "called upon to agree" to a transfer, but not to a gratui tous transfer, of their lands. Their expro priation is to be compulsory, but is to be accompanied by a fair compensation—by whom assessed is not stated. On the most economical terms, however, the operation of turning the 600,000 landless ones into peasant-proprietors will cost money. The authors of the manifesto, indeed, admit as much; and they appeal not only to their fellow-country men in America, but "to all whom evil laws have scattered the world over, as well as to all other nationalities who sympathize with a wronged and impoverished people," for "advocay of their cause and support in their efforts to achieve its success." The appeal, it will be seen, is comprehensive enough; and if it really met with a response from "all other nationalities" as well as the Irish, it is impossible to say that the fund required might not be raised. But even those who are not only conscious of the futility of this movement, but feel also that its success would be, economically speaking, the worst thing which could befall Ireland, will prefer these counsels of Mr. Parnell to his former ones. It is better to agitate for the purchase of Irish tenant-farmers' holdings than to encourage the occupiers to "stick to them," blunderbuss in hand.

The Belgian Parliament will, it is stated by the *Avenir Militaire*, be shortly called upon to examine a scheme for the organization of a reserve army in Belgium. At the present time the Belgian army is recruited by conscription, substitution being allowed, and by voluntary enlistment. The period of service in the army is eight years, but men in the infantry and garrison artillery only remain three years, and men in the field artillery and cavalry four years, actually with the colours, being then dismissed on leave; remaining, however, liable to be recalled to the ranks in case of war. The annual contingent of recruits numbers about 12,000; giving the army in time of peace a total effective of about 43,000 men, with about as many more on leave available in time of emergency. It is now proposed to create thirty-eight more battalions, to be called reserve battalions, one of which is to be recruited from each of thirty-eight districts into which the country is to be divided. Each battalion is to consist of 800 men, divided into four companies, who are to be exercised for three months during their first year, and for one month during each of the remaining three years, for which they will belong to the reserve.

PRUSSIA, by the deliberate vote just recorded, supports the Bismarckian policy and confirms the Chancellor's words. Liberals and Socialists are alike ousted, the Conservative party gains the elections by a total of two hundred and sixty out of four hundred and thirty-three seats, leaving those who would curtail the power of the army or change the fiscal policy lately inaugurated, without the power to do more than protest. The importance of this can scarcely be overestimated, for Prince Bismarck is now left free, as far as Berlin is concerned, to pursue the course he has adopted, both with regard to foreign Powers and at home, unmolested and unopposed. Supposing that his purpose is to check the ambition of Russia, support the armies of Austria, maintain a friendly attitude towards France, and allay the difficulty which has recently embittered the relations between the Vatican and the Cabinet of Berlin, he will be able to perfect his plans without delay. The secret of Prussian confidence in him, is the certain feeling that whatever may be the means which he adopts in order to encompass his ends, his aim is to guard Germany intact, and make her strong and respected. His patriotism receives a striking testimony in the polling which the elections in Prussia show. He may have enemies, but their power is overmatched by the vast support which he receives from the nation whose power he has made.

WE are glad to learn, says the *Athenæum*, that there really appears at last to be some prospect of a settlement of the vexed question of the orthography of the proper names of India and adjacent countries. The "Hunterian" system was sanctioned and promulgated long since for official adoption, but to give this decision a practical effect was impossible without a general alphabetical list. As a beginning, the Government of India promulgated a succession of lists of names of places for the 12 local Governments. But several divergences and inconsistencies having manifested themselves in the various lists, Dr. Hunter, as editor of the new "Imperial Gazetteer" and Director-General of Statistics to the Government of India, was instructed last spring to use his discretion in reconciling these, and to take steps for compiling a general list for all India. The council of the Royal Geographical Society, recognizing the importance of co-operation in so ticklish a question, has very wisely resolved to adopt the orthography of the Gazetteer, and Dr. Hunter has supplied that body with a provisional printed list for India, which will, in all probability, be also adopted by the Indian Government as their standard guide. The council of the Society has also had prepared an alphabetical list of all the proper names in St. John's Map of Persia, Wilson's Map of Afghanistan, and in the charts of the Persian Gulf and Mekran coast. This list will be revised by competent authorities, and finally adopted as the Society's official guide for spelling. The same systematic treatment will be gradually extended to the spelling of proper names of all countries.

SIMULTANEOUSLY with the announcement that the Huascar, with the rest of the Peruvian fleet, has passed into Chilian hands, comes the intelligence that the gallant ship Shah has arrived in England from the coast of Zululand. What sort of a fight the South American ironclad made before she was captured, we do not at present know, but she never had a braver assailant than the trim English frigate which, with light artillery and unarmoured sides, once drove her into a harbour of refuge. Of that fight Captain Bradshaw will never have reason to be ashamed; yet his claim to the honour of his countrymen rests upon a surer basis still, for it will be remembered that the moment when our African colonies were in danger, it was the Shah, which, running to St. Helena without orders, took up the garrison of that little island, and conveyed them to the seat of war just in time to protect the frontier line, and support the sturdy blue-jackets of the Active—another of the vessels of war just arrived home—in their march inland. These last went up to Ekowe with the Gatling gun and did wonders, while the men that Captain Bradshaw so opportunely brought, went their way, too, to the front, and fought as Englishmen are wont to do. By such actions as these, the commanders of the Shah and the Active have earned the thanks of all their countrymen, for their happy resource saved much property and many lives—a greater achievement than even the destruction of an enemy's stronghold.

BOMBAY.

ASSAULT.—Bhowlia Narayen was yesterday fined Rs. 10 by Mr. P. Ryan, or in default one month's rigorous imprisonment, for assaulting one Ditta Coila.

A VAGRANT.—Thomas Blackwell, a European, was yesterday declared a vagrant by Mr. P. Ryan, and was ordered to be sent to the Government Workhouse.

A BREACH OF THE ABKARI ACT.—Dyal Bhasker was yesterday fined Rs. 10 by Mr. P. Ryan, for transporting country-liquor from one place to another, without a pass from the Collector of Bombay.

REFRACTORY SEAMEN.—James Taylor, a seaman of the British ship Loch Ranza, was yesterday sentenced by Mr. C. P. Cooper to two weeks' rigorous imprisonment, for wilful disobedience, in refusing to do duty on board that ship, of which he was an articled seaman.

EVADING THE SHEEP TRADE LICENCE.—Luximon Hurryba and five others were yesterday fined Rs. 5 each by Mr. C. P. Cooper, for carrying on the trade of dealers in sheep at the DeLisle Road Sheep Market, without a licence from the Municipal Commissioner.

A NEW HOTEL.—As will be seen from an advertisement in another column, a new hotel is about to be opened in Bombay. The situation is perhaps the pleasantest to be found in the island (on Cumballa Hill over the breach), and the arrangements generally are excellent. As a family hotel, for those whose business does not require that they should live nearer the Fort, this new venture should prove a great convenience.

STATEMENT OF SILVER BALANCE IN THE MINT.—The value of silver in the Mint on the morning of the 20th inst. was Rs. 55,62,798; add silver received during the week, Rs. 5,87,000. The sum of Rs. 8,00,000 in new coin was paid during the week; the balance left was Rs. 53,50,181. There is in addition bullion valued at Rs. 32,66,424 belonging to private individuals deposited in the Mint vaults and awaiting assay.

MORTUARY RETURNS.—The total number of deaths registered during the week ending Tuesday, 28th inst., was 437, being 10 more than in the previous week, 131 less than the total of the week ending 29th Oct., 1878, and 6 less than the mean of the corresponding period in the preceding five years. During the week 309 births were reported in the different districts of the city. The rate of mortality per 1,000 of the population was 32·92. There were 164 deaths from remittent fever, being 26 more than in the previous week and 22 more than in the same period last year. There were 10 deaths from cholera last week as compared with 21 in the week previous. The deaths from diseases of the respiratory system, diarrhœa and dysentery were last week 31, 15, and 21 respectively, as compared with 107, 34, and 29 last year. The following remark is appended by the Health Officer to his return:—"As there is no allowance made for the increase of population, natural and extraordinary, during recent years, the percentages of mortality are unreliable."

APPEAL FROM A MAGISTRATE'S DECISION.

At the High Court yesterday, an appeal from the decision of Mr. Nana Morojee, Presidency Magistrate, in the case of Damodhar Narayen, printer and publisher of the *Bombay Punch* newspaper, was heard before Mr. Justice Green and Mr. Justice Kemball. Mr. Gill appeared for the applicant.

Mr. Justice Kemball, in delivering judgment on the appeal, said their Lordships did not think this was a case in which they ought to interfere. It was said that the accused was taken by surprise, and that he has not had a fair trial. But the magistrate's notes showed that he was asked if he had any witnesses, and this he called none. Their Lordships saw no reason upon the affidavit of Anundrao Damodhar—which was not satisfactory—to suppose that accused was taken by surprise or that he has not had a fair trial. The application was therefore refused.

DEPARTURE OF THE ITALIAN MAIL STEAMER SUMATRA.

THE following is the list of passengers per Italian mail steamer Sumatra, Captain Boselli, sailing to-morrow at 10 a. m. For Genoa:—

Deputy Surgeon Genl and Mrs Thorp	Miss Williams
Mr and Mrs Clinton Anderson	Revd F Genesius and two Missionaries
Mr and Mrs J P Anderson	Mr W Hunt
Mr and Mrs C Blair	Major D W Laughton
Mrs Russell and two children	Mrs Laughton and one child
Hon'ble T H Thornton	Mr W Hancock
Mr J H Carter and two European nurses	Mr Dorabjee E Dharwar
	Mr A B Ward

EUROPEAN AND OTHER EXTRACTS

THE ZULU WAR.

A DESPATCH, of which the following is a copy, has been received by the Secretary of State for War from General Sir Garnet Wolseley, G.C.M.G., K.C.B., commanding the Forces in South Africa and appears in the *London Gazette* of Oct. 10:—

Army Head Quarters, Camp, Ulundi, Zululand, September 3, 1879.

SIR,—I have the honour to report that after a well-sustained pursuit through a most difficult country, extending over sixteen days, Cetewayo, the ex-King of Zululand, was captured on the 28th ultimo by a patrol under the command of Major Marter, King's Dragoon Guards, to whom every praise is due for the skilful manner in which the capture was effected.

Cetewayo is now on his way to Cape Town, accompanied by some of his wives and servants. He will be detained as a State prisoner at large in the Cape Colony, under the authority of an Act to be passed for that purpose by the Cape Parliament.

On the 1st instant I held a meeting attended by nearly all the great chiefs of Zululand, most of those who from bodily infirmities, or other sufficient cause were unable to attend, being represented by their principal councillors. I explained to the assembled chiefs how the country is in future to be divided amongst them, and the terms upon which they are to be appointed to rule over their respective territories as independent chiefs. I have addressed a despatch to the Secretary of State for the Colonies giving full details of the arrangements I have made for the future government of the country, through which I have every reason to believe that peace will be permanently secured, and the Zulu military power, which has so long threatened the peace of South Africa, be for ever broken up.

I now feel, therefore, in a position to report that the Zulu War has been satisfactorily concluded. Her Majesty's troops can now return to Natal, where, with the exception of those to be retained for the garrison of the South Africa, they will be encamped at Pinetown to await the arrival of transports to take them to their respective destinations. The 1st Battalion 13th Light Infantry and the 1st Battalion 24th Regiment have already embarked for England.

Lieutenant-Colonel Clarke's Column is now on the march to Natal, via St. Paul's and Estumeni. It will cross the Tugela at the Middle Drift. Upon reaching Natal, all the levies and irregular troops belonging to it will be disbanded. Lieutenant-Colonel Baker Russell's Column will be broken up as soon as Oham, Ketchwayo's brother, has been re-established in his own district, and when, with the assistance of Lieutenant-Colonel Honourable G. Villiers, whom I appointed Special Commissioner to Oham's armed forces, Lieutenant-Colonel Russell has obtained the submission of the turbulent and semi-independent tribes inhabiting the north-west corner of Zululand, and the disputed territory there bordering upon the Transvaal. I expect that a show of force in the district will be sufficient to effect this object in a very short time.

I have already had the honour of reporting to you the strength of the garrisons I propose retaining at least for the present in the several provinces of South Africa, and from which detachments will be provided for Mauritius and Saint Helena.

Almost all the hired land transport is now being discharged, and I hope I may soon be in a position largely to reduce the amount of Government transport still retained.

To-morrow I intend marching from this with the Head Quarter Staff and a small personal escort direct to Utrecht, en route for Pretoria, which place I hope to reach about the 1st proximo.

Our patrols have visited the most distant localities of Zululand, testing thereby the completeness of the submission of the chiefs, and the peaceable condition of the country. I have in this way been able to extend our topographical knowledge of Zululand, and by actual survey, as well as by reconnaissances, to lay down on paper with very tolerable accuracy its rivers, mountains, &c.

I believe that at least 5,000 stand of arms have been now collected and destroyed. Those upon whom I rely most for information estimate at about 8,000 the total number of guns in Zululand before the war. Assuming that this somewhat under estimate the number, I think we may calculate that at least one-half of the firearms in the country have been taken or voluntarily surrendered by the chiefs coming in to submit. A considerable amount of gunpowder and ammunition has also been destroyed.

The successful action fought near this spot on the 4th July last, has been the only engagement with the armed command of the Zulu nation, since I arrived in South Africa. In that action I took no part, Lieutenant-General Lord Chelmsford having commanded there in person, and made all preliminary arrangements, all the merit of that victory is due to him. The subsequent operations have happily been of a bloodless character, but their successful accomplishment depended upon a nicety of calculation and a precision of arrangement only to be expected from a very able and experienced staff, such as that which I am fortunate enough to have with me, presided over by that ablest of Staff Officers Brigadier-General Sir George Pomeroy Colley.

These operations, immediately leading to the capture of the King have been carried out by the troops of the column under Lieutenant-Colonel Clarke, 57th Regiment, who has performed the duties of his responsible command in the most highly efficient manner. The officers and men serving with him have worked cheerfully, though the stimulus to exertion given by the presence of an armed enemy was wanting; indeed the conduct of all the troops in the field, British and Colonial, since I assumed command, has been admirable.

Of those who have toiled unremittingly throughout this war, no one is more deserving of special mention than the General Officer Commanding H. H. Clifford. Since his arrival in South Africa, he has been in charge of the base, and of the lines of communication, a charge which I thought it necessary to extend when I assumed command. On him has devolved the heaviest part of the work connected with the concluding operations and reduction of the force. No one could have worked with more earnest zeal than he has done, not only to keep the troops in the field supplied with everything they required, but to do so without unnecessary or extravagant expenditure of public money. By him great economy was introduced into the administration, and a satisfactory check established over the outlay of all public money.

As this despatch is to announce to Her Majesty's Government the successful termination of the military operations in Zululand, and the peaceable settlement of the country, I venture to send it to you in charge of my Aide-de-Camp, Captain Buford, R.A., from whom I recommend your favourable consideration. Lord Gifford was actively engaged in pursuit of Ketchwayo from the day when the first patrol was sent out; and, at the time when the capture was made, was watching with a small body of men the kraal into which he had traced the King, with the intention of effecting the capture at night-fall.—I have &c.,

G. J. WOLSELEY, General.

The Right Honourable the Secretary of State for War, War Office, London.

CETEWAYO ON THE WAR.

THE *Times* publishes a long despatch from its correspondent at Cape Town, in which an account is given of a conversation between Cetewayo and Mr. Sprigg, the Premier of the Cape Colony. The correspondent, writing on Sept. 16, says:—

At noon yesterday the ex-King was visited by Sir Bartle Frere, attended by the Hon. Mr. Littleton, his private secretary; Capt. Hallam Parr, military secretary; and Lieut. Daltrymple, A. D. C. to Sir Bartle Frere. Mr. Gordon Sprigg, and Mr. Miller, Treasurer-General, visited the Royal Captive's quarters to see if the arrangements for his accommodation were satisfactory. During the course of the Premier's interview, Cetewayo, through Mr. Longcast, the interpreter, talked with apparent frankness of many incidents of the war. From the accounts his people gave him, it seems they greatly exaggerated the the English losses and magnified the Zulu successes in all the engagements which occurred. He acknowledged, however, he had done wrong in allowing his people to fight with us. "Chaka," he said, "was a child of the British Government. I was also a child and subject. My father, the Government, came to chastise me for my wrong-doing. I caught the stick with which he wished to beat me, and broke it. I did wrong to fight with him, and am punished. I am no longer a king; but the English, I find, are a great people; they do not kill those who have fought with them. I am satisfied to be in their hands. I hope the great Queen will pardon me, and allow me to return to my country, and give me a place to build myself a kraal where I may live. I am sorry I did not follow the advice of my father Panda, on his death-bed he told me to live at peace with the English, and never make war with them." When informed it was the wish of our Government to treat him with every consideration, and supply him with all necessary comforts, he expressed his thanks, and asked that some of his favourite wives, naming ten, might be sent for to be with him in addition to those already here. His mind was anxious about them, he said, for they had nobody to look after them now, and he felt lonely without their companionship. He further begged that his case might be put before the great Queen in as favourable a light as possible, and to know how many days it would take to send a message and receive a reply from England. He was told two months might elapse before Her Majesty's pleasure regarding him could be known. He again thanked the Premier for visiting him and the interest he had shown in regarding him, and said, after what he had heard, he would sleep happier than he had hitherto done. Cetewayo's personal appearance is quite unlike any of the so-called portraits which have appeared in the pictorial press. He is an exceptionally handsome man of the noble savage—a big, black man, about fifty years of age, standing nearly six feet high, well proportioned and fully developed frame, with a good-natured, broad, open face of the prominent Zulu type. Major Poole speaks favourably of his general amiability, and says he has given little trouble, except on one or two occasions, when he showed a sulky disposition, and demanded to have an entire ox roasted for his daily meal. While in Simon's Bay, he was taken on board Her Majesty's ship Boadicea, and saw the men go through their drill. He expressed wonder and admiration of everything, remarking, "I was only born yesterday." Many persons have applied for leave to visit the Royal captive, but the Government wisely consider that as a prisoner of war, he should be spared from intrusive curiosity, and have given orders that the public are not to be allowed to enter his apartments or hold conversations with him until instructions are received from Sir Garnet Wolseley or the home authorities.

INCIDENTS OF THE ZULU WAR.

(*From Telegraph Special Correspondent with Sir Garnet Wolseley.*)

NEWCASTLE (NATAL), Sept. 1.

THREE nights ago, as I was in my first sleep, at the inn of Mr. Mitchell Innes, on Sundays River, a native runner from Ladysmith arrived with a despatch from the commandant at Ladysmith, covering a copy of the official telegram from the chief of the staff at Ulundi to all post commandants "for general information." It was the news of Cetewayo's capture. As I read it, the friend who brought the telegram uttered a stentorian "Hurrah," followed by "Oh, I am so glad! I am so glad! they have caught the fellow at last. Hurra-a-ah!" I felt quite ashamed of myself. I was not moved by the same exultation. Perhaps it was because I had not lived in the Great Scare. I had not even participated in the mild excitement of hunting the black monarch, and, therefore, perhaps, I could not join in the Hallelujah which has been raised over the news of his being taken as though it were some victory won in a hard-stricken field. Our landlord was very glad when he heard the Zulu King was a prisoner, though he bet money that Cetewayo would not be taken, but the Kaffirs about were not glad—not only that, but they concealed their feelings, it may be supposed, by an affectation of utter incredulity. They laughed at the idea of the great Zulu Chief having been caught, and Swazis and Zulus alike agreed that it was quite ridiculous to pretend that Cetewayo had ever fallen alive into our hands. It is a very curious fact—so far as my means of knowing and observing go—there have been no signs of rejoicing or exultation among the natives on account of the capture of this man. Of course, if they do not believe he is a captive, they may be excused from any suspicion of want of sympathy in our success. Indeed, they may be rejoicing tremendously in their kraals, for all I can say. But, considering that the land is full of Zulus who are described as fugitives from Cetewayo's tyranny, it is surely noteworthy that there does not appear to be an irradiance of delight on the dusky features of the black people we meet on the way. Is it that they are not Christians, and do not feel what it is to have revenge? Or that they do not believe, and are not courtiers? Or that they have not heard? I should be inclined to accept the latter hypothesis, but for the universality of the assurances. I hear that "the niggers know things long before we do," in spite of the electric telegraph, the heliograph, and post-cars. It is this day or to-morrow, according to our news at Newcastle, that Sir Garnet Wolseley is to meet the chiefs of the Zulu nation, and announce the intentions of the Imperial Government respecting the future rule and governance of the country. One main principal has been laid down by her Majesty's High Commissioner as the keystone of the arch of the great Imperial alliance between Zululand and the Colonies. Zululand is for the Zulus, and neither Imperial nor Colonial Government will recognise any title of the white man to hold property in the soil within its borders. "And, sir," exclaimed an indignant colonist, "does n't Sir Garnet mean to put an end to polyg

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IN BLACK AND WHITE AND ALL COLOURS SUITABLE FOR ANY SEWING MACHINE.
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In SKEINS or on REELS
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CONSTANT SUPPLIES OF MILLINERY, &c., RECEIVED "OVERLAND."
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BEG to offer their best thanks to their Bombay and Mofussil Constituents for their kind patronage during the past year, and having now considerably added to their stock and made careful arrangements for the efficient and speedy execution of all work in their Repairing Branch, venture to hope for a continuance of their liberal support.
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AN ENTIRELY NEW STOCK OF
Silver Hunting, Semi-Hunting, and Crystal-face Lever and Keyless Lever WATCHES, at Rs. 20, 30, 35, 40, 45, 50, 60, 65, 75, 80, and 100 to Rs. 250.
A splendid Assortment of highly finished Ladies' and Gentlemen's Gold Keyless Lever Watches, with compensated balance wheel, expressly manufactured for India.
Gold and Silver Chronometers, Quarter and Minute Repeaters, Chronographs, Perpetual Calendar Clock, Racing and Double Time Watches, &c., always in Stock.
Cheap Aluminium plated and German Silver Watches, from Rs. 20.
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GOLD VICTORIA CHAINS.	EAR DROPS.	GOLD ALBERTS.	LOCKETS.
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WATCHES carefully examined and regulated and sent Post free to any part of India.
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Repairs of every description of Watches, Clocks, Musical Boxes and Jewellery undertaken and executed by skilled Workmen with dispatch and expedition.
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CRUET STANDS AND BREAKFAST CRUETS, Rs. 66, 46, 35, 24.
BUTTER DISHES AND SARDINE BOXES, Rs. 37, 22 and 10.
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ICE PAILS. Rs. 35 and 20.

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8th Oct., 1879. Rampart Row.

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SHIRT DEPARTMENT.

"Zephyr Cloth," very thin and cool, choice new patterns, with Collar attached	6 8	each
French Cambrics, good style and fast colours, with Collar attached	5 8	"
Fine Long Cloth, made exclusively for India, with fine Linen Fronts and Cuffs, best quality	5 8	"
All Long Cloth	4 8	"
Best Quality Oxford Cloth, with Collar attached	6 0	"
Fine Spun Silk, neat Patterns, Collar attached	13 8	"
Best Wove Flannel, thoroughly shrunk	9 0	"
" Silk and Wool " "	9 8	"

SLEEPING SUITS.

"The Zephyr Cloth," very light and cool	11 0	each
Oxford, absorbing and cool	7 0	"
Cambric	7 0	"
Silk and Wool, soft light, most comfortable	19 0	"
All silk (a great luxury) for the hot weather	26 0	"
Wove Flannel for the cold weather	19 0	"

SCARFS AND TIES.

Linen Pin Scarf, new shades	1 8	each
Coloured Cambric Ties, all widths, from	3 8 to 5 0	doz.
Washing Silk Windsors, Light Fancy Checks, and Blue or Black ground, white spots	2 8	each
Silk Long Scarfs, in all the new, plain and Fancy Colours	5 8	"
Silk Windsors " "	3 0	"

SUPPLEMENT TO

The Bombay Gazette.

BOMBAY:—FRIDAY, OCTOBER 31, 1879.

CETEWAYO'S SEA VOYAGE.

PHOTOGRAPHING THE KING AND HIS WIVES.

Cape papers received, contain some details as to the progress of the Zulu King to Cape Town, and his experiences of sea and photography. The *Cape Times* has the following from its correspondent:—

"As soon as it was known at Port Durnford that the Natal had been selected to convey Cetewayo away from Zululand, great preparations were made for his conveyance. The wonderful stories of the King's size perhaps account for the fact that a bridge was made for the passage from the boat to the ship, and also for the insertion of what is known as "the kraal" on the poop. This kraal is a wooden framework, covered with heavy tarpaulins, and the atmosphere inside of it, on the arrival of the Natal in Zululand, must have reminded Cetewayo of the huts of his beloved land. In the surf-boat Cetewayo had his first experience of *mal de mer*, and if he wanted to be shot when caught by Major Marter, it is certain that he wished he were dead ten minutes after embarking upon the pleasant waves, which break in such thundering lines of surf along the coast of the country over which he once ruled. All the dignity with which Cetewayo had borne his captivity gave way as he saw the sea and realised his fate, whilst the antics of the whole party in the surf-boat are said to have been ludicrous. Nothing could persuade them to sit down quietly, and when they moved they did so crawling on all fours. In the transhipment from surf-boat to steamer they were handed not only with gentleness but with a tender consideration which approached homage. This had been considerably developed as those in charge of him grew upon terms of intimacy. Cetewayo has been treated very much like a spoiled child, or perhaps rather as a magnificent brute whose claws having been cut it is rather fun to pet. It was a base calumny which was uttered, that Cetewayo was placed on deck from odoriferous reasons. The escort point out that it was simply for the convenience of the King, inasmuch as the builders of the Natal never contemplated carrying a passenger who would require that four wives should sleep in his cabin with him. In the kraal, his Majesty occupied a central mattress, and his four wives and an intombi (young girl) had mattresses round him. Cetewayo is given to much resting, and of this luxury there was no stint. Everything in the way of personal comfort that he asked for has been given to him, and Mr. Interpreter Longcast has had a pretty lively time of it, for whenever the King requires anything which has to be communicated to the Europeans Mr. Longcast is in request. During the voyage of the Natal there was one rough night, and the King had a very bad time of it, but he generally kept up his spirits and conveyed in his cheerful moods his impression of new sights. The first morning when there was no land in view, he, after looking round, held up his hands in intense astonishment, but, like all natives, he does not permit himself to appear to be much surprised at anything. At home he was rather a considerable beer-drinker, but he now thinks that very inferior stuff, and palms that off on his wives, whilst he is quite ready to do his share of "fire-water," in the shape of gin. He has rather a wild way of taking to European food, and as a preliminary to a substantial feed of beef the other day he devoured a pot and a half of jam. He has not given over the assertion of his dignity, and in this he has been very much encouraged by the amount of waiting upon which he has received. On Saturday last, after promising to have his photograph taken, he kept photographer and every one else waiting upon his pleasure for some hours, was pleased to be gracious enough for a few minutes, and then went back doggedly to his seclusion. His observations often show, as his face would convey, that he possesses no inconsiderable fund of humour. He was good enough to come out of his shell during the time his photograph was taken, and the smiling face he put on, as his photograph will show, proves that he is not altogether unacquainted with the ways of the world. It was evident that he intended that Cetewayo would show his face—if he was compelled to show his face—smilingly to the world. A portrait of Dabulamanzi excited a desire to make as good a picture, and he readily threw aside his blanket so that civilisation should see Cetewayo in only the Royal attire as King of Zululand. When his wives were being photographed nothing could induce them to leave off giggling or to sit still until Cetewayo sternly commanded them to do so; and then at once they were as motionless as statues—it was evident they had not forgotten the temper of the King and the way he once reigned in Zululand. When he was afterwards asked to sit for another photograph he declined doing so on the ground that he was not going to make a fool of himself twice in one day. He would not sit with his wives because he said, as having his photograph, they could easily cut the group of women in two and put him in the centre; and he suggested that if other photographers wanted his likeness they could photograph his followers as often as they liked and the pictures would sell just as well; for the white men would buy anything. The photograph will show Cetewayo to be an enormous man of a little under six feet high, a handsome, over fed specimen of humanity, with nothing repulsive whatever about him—except his history. A tape measure round the chest would probably show sixty inches, and each thigh half that number of inches—and this should convey what an immence fellow the King is. Yet he is not ungainly in figure; and there is an unmistakable dignity about him which, together with his fits of sociability, have drawn towards him the good feeling of his escort. He is not unappreciative either of the duties of his rank, and I mention these incidents to indicate in some degree what the Zulu Court was like, and that, although barbaric as it was, it must have had a dignity of its own. For instance, on Saturday last the medical officer in charge introduced his superior officer to the King, upon which the latter reported that the medical attendance during the voyage was all that could be desired. The whole party evince a very earnest wish for clothes, and Cetewayo was in great delight on wearing a suit sent him by the Commodore, and strutted about quite proudly with a black "tile," which he had managed to squeeze over his head-ring. He has lately developed a wonderful taste for scribbling, and in a few months, under the careful tuition of Major Poole, would probably become a polite letter-writer. Indeed, Major Poole has the King—excepting the sulks, which are exceedingly inconvenient—perfectly under control, and the attempts at letter-writing are an infinite source of amusement. The wives of the King, who are his fellow-captives, are four in number, and are tall, lithe, shapely women, of about twenty years of age. The photographs are not just to them, for their attraction seems to be in their rivalry and their good temper. Like their lord and master, they are anxious about their dress. On Sunday Cetewayo was taken on a tour of inspection of H.M.S. Boadicea, which visit seems to have given him a terrible shock. Such a visit a year ago might have saved England some millions of money. The chiefs talk very openly about the war.

Cetewayo asserts that the first intelligence he had of the death of the Prince Imperial was conveyed by Lord Chelmsford's demand for the return of the sword of his Imperial Highness. The King at once sent to the district in which the Prince had been killed, and the sword was sent to him. Cetewayo declares that he never knew how the Prince came by his death, and his impression is that at the outside there were not more than ten Zulus in the donga. Longcast, who followed the spoor, thinks less. It is difficult, says Mr. Longcast, to get an accurate number of the Zulus who fought at Isandula, because the Zulu has no idea of numbers. When they speak of the strength of an army they say there were so many companies, and inasmuch as the Zulu companies range from eighty to 200, it is impossible thus to get the exact figures. The conclusion I have arrived at, after hearing many stories, from the King's downwards, is that there were at least 25,000 Zulus, under Mavoumengwana and Dalulamanzi at Isandula. The fight taking place on the day which it did was an accident. For, to use a Kaffir metaphor, the moon was dead. The following day would have seen a new moon, and it is a Kaffir superstition never to do any work or business on the day before a new moon—the day is always kept as a holiday. The main body of the army arrived at the range—the Inqutu—overlooking the valley of Isandula on the night of Jan. 21, and the stragglers only came up on the morning of Jan. 22, which was the morning of the battle. So when we pitched our camp in this valley on the 19th there were no Zulus in the neighbourhood. On the morning of the 22nd, the Zulu army was about five miles from the camp, and it was disturbed by the mounted Basutos who were sent out by Colonel Durnford to draw them on. The Zulu army was sitting in an immense half-circle retaining its battle array when the left horn was fired on by the Basutos, the result being that the Zulus rushed to the fight without any order whatever. The two horns were composed of four regiments of unmarried men, the chest of the army being older men. The two horns rushed away to the attack, but the married regiments moved steadily up to the right until they outflanked the British position, when they doubled down to the left, and then the English were completely surrounded. The Zulus say the battle lasted for a little while—certainly not an hour. They did not lose heavily until the last, when they got into close quarters, and they fell with admiration of how sometimes four or five soldiers would get back to back, and hold their numerous enemies at bay for ever so long. One square of about sixty men defied the repeated attacks of one horn of the army, and so courageous did it become that the men used to beckon the Zulus to come on. At last, by overpowering numbers or by the exhaustion of ammunition, and through repeated charges, the little square was destroyed. The Zulus say that was the only square they fought that day. Cetewayo estimates his Isandula losses at 1,000. It was reported to him that the whole column had been destroyed, and he reckoned that the column was 4,000 strong. His victory at Isandula and his defeat by Colonel Pearson's column were reported to him almost simultaneously. He said, however, "We have done very well. There is one column we shall never hear of again." His fighting force he still reckoned at close on 60,000, so he decided on investing the column at Ekowe, and, by smashing Wood's column, to lay the Transvaal at his feet. Isandula gave him great hope of saving his kingdom, and he only lamented that he had not in his kraals some of the officers who died at Isandula. I mention this to show what the effect of Isandula was upon his mind. The arrangements for the attack upon the camp at Kambula were made with the greatest care, and the King never dreamt of failure. The result of that fight settled in the King's mind what the end of the war would be; and, when he heard of the arrival of reinforcements, he was in earnest in his desire for peace. But his warriors, less sagacious than himself, would not confess that they were beaten, and the young bloods were eager to destroy the small force with which Lord Chelmsford advanced upon Ulundi. And thus it is that the Zulus cannot understand why Cetewayo has been taken captive. Dabulamauzi may be taken to represent the Zulu nation in his question as he saw the King carried into captivity "What has he done that he should be punished? It is not he that has been beaten but his soldiers." On the other hand, Cetewayo had recognises the wisdom of the policy which takes him away from Zululand, and his only surprise now is that a nation so powerful as England has proved herself to be should have ever given him so much consideration as she has done. He acknowledges the generosity with which his people have been treated, and is slow to understand the leniency shown to them. From what I can gather he is much more concerned at present with his own future than that of his people, and the only bargaining he is now prepared for is that which will advance most his own comfort. It is singular that he has not the least conception of the great distance he is from his native land, and, although he has seen travellers, he is not aware of the power of England, or the extent of the continent in which he lives. He was in Natal when he was ten years of age; he is said to be now fifty-four years old, although he certainly does not look much more than forty, yet he never saw a ship until he was taken on board of the Natal. Had he done so he might have saved many valuable lives and many millions of money. What use can there be of now showing him the resources of England it is difficult to understand, except that it is intended to send back his followers, and to let them convey to Zululand the wondrous sights which the King's eyes have seen.

LORD GIFFORD'S PURSUIT OF CETEWAYO.

(*Telegraph.*)

The Union Company's steamer Danube arrived in Plymouth Sound on Oct. 9. Among her passengers was Captain Lord Gifford, V.C., who was the bearer of despatches from Sir Garnet Wolseley. The gallant officer, bronzed and war-worn, appeared in good spirits, and in reply to inquiries gave some particulars of his pursuit of the Zulu King. He said that both he and Major Marter were perfectly and mutually satisfied with their respective shares in the capture. He had "stalked" the King to the kraals. His men and horses were completely fagged out, and he sent a note round to Major Marter to the effect that the King was there. There was no difference of opinion between himself and the gallant major on the subject, and they perfectly understood each other. The accounts of the chase that had appeared, Lord Gifford added, were, on the whole, correct. The whole force organised at Ulundi to catch the fugitive was under the command of Major Barrow, and was composed of King's Dragoons, mounted infantry, Lonsdale's Horse, Captain Norse's Mounted Contingent, and Jantyre's Horse, with a corps of guides. They started on Aug. 12, and made a forced march of twenty-one hours, going on through the night, and reached Zouyannia's kraal, which place they found the King had left the previous day. The Zulus, being frightened, readily gave the direction Cetewayo had taken, and with the twenty or thirty men he had with him the chase was continued by Lord Gifford, after two hours' rest. The party had to travel frightfully broken and hilly country, and bush which often could not be penetrated. That afternoon the kraal was reached in which the King had been that morning. By this time the excitement of the chase was apparent in the countenances of the pursuers. The river Mona was at once crossed, and Umhopa's kraal reached, but here the scent was lost. No threats or cajolings could induce the people to say where the King was, upon which Lord Gifford made prisoners of them, and conveyed them to Umhopa's kraal, five miles distant. This was empty, but showed signs of recent occupation and hasty desertion. Lord Gifford and his party scoured round the country for two miles, and, discovering a Zulu mounted and fleeing, sped after him down a terribly steep hill. Finding that the English were gaining rapidly on him, the Zulu dismounted, and at once made for the bush, and a two hours' search for him proved unavailing. This man proved to have been one of Cetewayo's servants left behind to look out for the search party, and gave timely warning to the King. Major Barrow had, in the meantime, come across forty Zulus, but little information could be got from them, even though they were threatened to be shot. One of Cetewayo's servants, however, on being closely questioned, promised to put the party on the trail. At the first glimpses of light next morning all started in good spirits, pursuing the chase to the Black Umvolosi. The trail, however, got more indistinct as the party proceeded. Ten miles of bush had been scoured up to that time without seeing anything. Lord Gifford made for Umwayo's kraal, eight mile distant, where he heard that some of the King's girls had passed that morning, but the information he received was provokingly and intentionally misleading. Two men were sent back to Major Barrow, thus leaving the party only eleven strong. At dark Shemama's kraal was reached, and more conflicting stories were received. There the scent was lost. The tales at all the kraals were that the King was going across country to Inkanla Forest. Hence they pushed across the open in the hope of intercepting him. Still working around in this direction Lord Gifford arrived at the kraal overlookiug the confluence of the White and Black Umvolosi, where one of the King's servants, carrying arms, was caught. This man said he had left the King on the day that the chase party had encamped, and Lord Gifford had left Major Barrow to search the bush. Much chagrined to find that, after all, he had left Cetewayo in his rear, Lord Gifford determined to scour the bush back to where Barrow was, and at various places heard tales as to the King's whereabouts. To get people to give information of Cetewayo's hiding place all sorts of devices were adopted, but with no avail. The capture of cattle had equally little effect. After two days of cattle-lifting, Lord Gifford went off again in search, and by accident came across a woman, who was so frightened that she told where the King was two nights before. The kraal was surrounded, and three brothers were taken prisoners. One of them, under great pressure, told where the King slept the night before, a place about fifteen miles distant. The pursuing party immediately saddled, and at daybreak surrounded the kraal. The King, had, however, gone twelve hours before. The direction he had taken being ascertained, the British started in pursuit, and came up to the place as already described in previous accounts. Hearing that the dragoons had gone into the bush, Lord Gifford sent word to Major Marter, with the result now so well known. While Major Marter had been able to proceed to the kraal unperceived, it was impossible for Lord Gifford to do the same, as he was in the open. The King was captured at sundown, and the party at once returned to camp, having been absent eighteen days. Cetewayo is stated to have declared that the first intimation he received of the Prince Imperial's death was when he received Lord Chelmsford's demand for the return of the sword. The King sent immediately to the place where the Prince was killed, and had the sword sent. He never knew how the Prince came by his death, and he did not believe there were more than ten Zulus who attacked the Prince and Captain Carey.

BOMBAY CHAMBER OF COMMERCE.

The following is the copy of the Report of the Chamber for 1878-79, which will be presented at the Annual General Meeting to be held in the Rooms of the Chamber this afternoon:—

ANNUAL REPORT, 1878-79.

Your Committee have now the honour to report to the members of the Chamber on the principal topics which have engaged their attention during the official year just closed.

THE NEW BOMBAY PORT TRUST.

On the 13th of November last, the proposed Bombay Port Trust Bill, 1879, was published, and 20 copies of it were forwarded to the Chamber with an intimation that the Bill had been referred for consideration and report to a Select Committee of the Legislative Council; that the first meeting of the Select Committee would be held at 12 noon in the Council Room at the Secretariat on the 7th of January 1879, and that the Select Committee would be glad then to receive a deputation from the Chamber to represent the views entertained by the Chamber.

A special Committee was appointed by the Chamber to consider and report on the provisions of the Bill. It was composed of the Hon. M. Mowat, Messrs. Forman, Mathew, Captain J. R. Kellock, Comber, Vouillon and Forrest, being the General Committee of the Chamber, and also of the following gentlemen, namely the Hon. M. Balfour, and Messrs. W. Lang, J. A. Forbes, Paterson, Kittridge, Hector, S. D Sassoon, Baumbach, Narsey Kessowjee, P. Fachiri, and Sorabjee Framjee. The report of the Special Committee was approved by the Chamber in general meeting assembled on the 3rd of January 1879, and will, along with the proceedings of the meeting, be found in the Appendix. It need here only be mentioned that, by this bill, an important change was introduced into the constitution of the Board of Trustees, and the privilege conferred on the Chamber of electing a certain number of the Trustees to represent the mercantile community.

At this meeting, the Hon. M. Mowat, Messrs. Bythell, Walter Lang, F. Mathew, Paterson, Forman, J. Y. Lang, and Captain Kellock were appointed a deputation to wait on the Select Committee of the Legislative Council, hand in the report of the Chamber, and express any views which they might consider necessary with reference to the new bill.

During the interview of the deputations with the Select Committee of the Legislative Council, the alterations suggested by the Chamber were discussed, and, finally, it was observed by a member of the Government that, if desired, an opportunity would be afforded to the Chamber to reconsider its valuations of the properties which it was proposed to add to the Trust. A meeting of the Special Committee on the Port Trust Bill was at once called, and they deemed it advisable that Mr. Bythell and Mr. Kittridge, consisting of the Hon. M. Mowat, should report on the subject. After a careful consideration of all interests, the recommendations of the Sub-Committee were as follows:—

Sassoon Dock Property.—Government offered for this property 20 lakhs, besides remitting the yearly rent of Rs. 5,995, and this offer was accepted. The Committee consider this fair, and recommend that it be adhered to.

Jamsetjee Bunder Property.—Government offered 42 lakhs, and the offer was accepted; the Committee consider this value a full one, but not sufficiently so as to justify them in recommending any reduction in this stage of the negotiations.

Colaba Company's Property.—Government offered 10 lakhs for the warfage rights; this was declined by the Company, and a counter offer was made to give the wharfage rights, including wharfs and bunders, to a line at a certain distance from the sea face for 18 lakhs. Your committee consider this offer reasonable and fair, and recommend the Chamber's approval of it.

Mazagon Company's Property.—Government offered 16 lakhs for that portion of this property which lies east of the main road, besides remitting the yearly rent of Rs. 23,025 now payable. This was declined, and the Company offered to accept 22 lakhs. Your Committee recommend that Government be asked to increase their offer to 181 akhs.

Frere Company's Property.—Government offered 10 lakhs for the whole of this property. In declining this offer, the Company expressed its willingness to accept 16 lakhs for the whole, or 10 lakhs for the portion between the main road and the sea. Your Committee recommend that 8 lakhs be offered for the latter-mentioned portion.

Sewree Private Properties.—Your Committee recommend that the purchase of these be left entirely to Government.

Of course, all matters of detail connected with the purchase of all the properties must be left to Government.

The sums therefore recommended by the Committee amount to—

Sassoon Dock	Property.....	20 lakhs.
Jamsetjee Bunder	,, ...	42 ,,
Colaba Company's	,, ...	18 ,,
Mazagon Company's	,, ...	18 ,,
Frere Company's	,, ...	8 ,,
Sewree Properties, say	.....	5½ ,,
Other rights or interests, say	.....	1 ,,
		75 lakhs

or 75 lakhs in all, the interest on which at 4 per cent. will be 3 lakhs of rupees.

To meet this interest the Committee estimate that the present gross income of all these properties may be put at Rs. 3,10,000, but that this same traffic at Port Trust Tariff rates will yield.....Rs. 4,15,000

From which must be deducted—

Management of new Port Trust, including repairs and rents, say	Rs.	60,000
Loss of rent from Mazagon Company	,,	23,025
Do. do. Sassoon Dock.....	,,	5,995
Do. do. Colaba Company, say	,,	5,000
Do. do. other properties, say	,,	10,000
		1,04,000

Giving to meet interest an amount of...Rs. 3,11,000

Besides this, the purchase of these properties will render possible the restoration of the old rate of fees on opium, gums, spices, specie, &c., as well as of rent, which has been reduced below reasonable rates on account of competition. Your Committee, therefore, consider it beyond question that the abovementioned interest can be easily met, and that, too, without imposing anything which can rightly be called a *burden*, on the trade.

The report of the Sub-Committee was submitted to a General Meeting of the Chamber, convened for the purpose on the 28th January 1879, and approved.

The new Bombay Port Trust Bill passed the Legislative Council on the 1st of April last, and the Chamber acknowledged the liberal manner in which Government had given effect to so many of its suggestions, and particularly to the principle of election of the five Elective Trustees. It had, however, on the first reading of the Bill, been proposed to insert in the Bill the sum of 80 lakhs as being available for the purchase of the private foreshore properties, upon which requisition was addressed to the Chairman by certain members of the Chamber to call a Special General Meeting of the Chamber for the purpose of protesting against the purchase of those properties being made on behalf of the trade of the port at any higher price than 75 lakhs, already named by the Chamber in its recommendation to Government. At a later stage in the passage of the Bill through the Legislative Council, the aggregate sum to be paid for the private properties was entered at 77 lakhs, the honourable member in charge of the Bill explaining that the addition of 2 lakhs to the aggregate sum recommended by the Chamber was intended only to serve as a margin against certain possibilities which might arise in the negotiations for acquiring the small properties, Nos. 6 to 15, in the Schedule O attached to the Bill. In accordance, however, with the requisition above referred to, the Special General Meeting of the Chamber was held on the 3rd April 1879, when a memorial to the Viceroy was adopted praying that His Excellency would order that the necessary steps be taken to alter Section 30 of the new Bill by substituting 75 lakhs for 77 lakhs, and further that His Excellency would withhold his assent from the Bill until provision was made in it for making over to the new Port Trust the land at Waree Bunder and the Mody Bay Imperial Estate in perpetuity, as it was upon the expectation that these concessions would be granted that the Chamber had been induced to believe that the trade could safely undertake the liabilities connected with the new Port Trust. A copy of the memorial and of the proceedings of the Special General Meeting of the Chamber will be found in the Appendix. But your Committee regret that the memorial remains unanswered.

The Bill, as it passed through the Bombay Legislative Council, received the assent of the Governor General on the 27th August 1879.

ELECTIONS OF THE TRUSTEES OF THE PORT.

Sections 5 and 6 of the "Bombay Port Trust Act 1879," enact as follows:—

5. "The Board of Trustees shall consist of thirteen members, that is to say,

Five Elective Trustees.
Seven Nominee Trustees, and
A Chairman.

and not less than three of the Trustees shall be natives of India residing in the city of Bombay."

6. "The Elective Trustees shall be elected by the members for the time being of the Bombay Chamber of Commerce in such manner as shall from time to time be determined at a meeting of the members of the said Chamber convened in accordance with the rules at the time in force in this behalf. The Secretary to the said Chamber shall make a return to the Government, of the name of every person so elected by the Chamber, and his return shall be published in the *Bombay Government Gazette*."

A General Meeting of the Chamber, duly convened, was held on the 9th of September last, when the following resolutions were passed determining the manner in which the Elective Trustees of the Port should be elected by the Chamber:—

1. The names of those who wish to become candidates to be sent in to the Secretary of the Chamber seven clear days before the election takes place.
2. The Committee of the Chamber shall circulate the names of the applicants three clear days before election.
3. The Committee shall appoint two days, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 A.M. till 6 P.M. on each day.
4. Votes may be given either in person or through any one duly authorised by a member of the Chamber.
5. The Committee shall appoint two scrutineers who, at 6 P.M. on the second day of the ballot, shall open the box, and declare the result.
6. The five candidates who have the largest number of votes shall be declared duly elected.
7. In the event of an equality of votes preventing the due election of any of the Trustees, the members of the Chamber shall vote afresh in the manner above laid down.
8. In the event of a casual vacancy, or the temporary absence of a Trustee, the above course shall be followed in the appointment of a substitute.

Your Committee appointed the 2nd and 3rd days of October 1879, for the purpose of balloting for the five Elective Trustees of the Port. Voting papers, with lists of candidates, were duly issued. The Hon. Mr. Balfour and Mr. Blackhall kindly consented to act as scrutineers, and they reported that having scrutinized the votes, the following members had been duly elected, namely, Messrs. James N. Graham, G. A. Kittridge, F. Mathew, the Hon. M. Mowat, and Mr. S. D. Sassoon. Under section 9 of the Act, it is enacted that three of the first Elective Trustees shall, unless they become in the meantime disqualified, hold office up to and inclusive of the 31st day of March next succeeding the date on which their term of office shall commence; the remaining two of the first Elective Trustees shall hold office until and inclusive of the 31st day of March 1881.

DOCK AND WHARFAGE RATES PROPOSED TO BE CHARGED BY THE NEW PORT TRUST.

A special Committee was appointed on the 6th of May last, by the Trustees of the Port, to consider the rates to be charged for goods landed at Prince's Dock, and also the wharfage fees to be charged when the whole of the foreshore should be made over to the Trustees. The Committee consisted of the Chairman of the Port Trust, Mr. Kittridge, the Hon. Mr. Mowat, and Mr. Sorabjee Framjee Patel. The Chamber has been favoured with a copy of their report and the proposed wharfage and dock rates; but as new Trustees, elected and nominated under the new Act, will take their seats on 1st November next, His Excellency does not think it expedient to settle this important matter without their advice, and he has therefore directed that the schedules of rates be brought to their notice as soon after the 1st of November as possible.

The schedules, however, appear to have been framed in a spirit of liberality, and the following extracts from the report of the Special Committee show the system upon which it has been determined that the Dock shall be worked, and the reasons which guided them in fixing the charge to be levied on vessels for the use of the Dock:—

"The first question which the Committee had to determine was the system upon which the Dock should be worked, whether upon the "open" or the "close" system. Under the former, the owners of the Dock make a charge against the ship and the goods for the facilities which the Dock affords; but they do not handle the goods, nor take any responsibility on account of them: merchants make their own arrangements for receiving goods from the ship, or for placing them on board. Under the latter, the work of landing and shipping goods is undertaken by the Dock authorities, who are responsible to the consignors or consignees for the safe delivery of cargo."

"The Committee consider that if the "open" system were followed, there would be endless confusion on the Dock wharves; whereas, under the "close" system, all persons handling cargo would be under the control of the Trustees. The Trustees could also more conveniently receive goods and issue warrants for them, as is done at the docks in England; or, in the case of exports, they could grant a receipt for goods intended for shipment, and so enable advances to be obtained by merchants earlier than can be done at present, when a bill of lading has first to be obtained. The Committee are therefore unanimously in favor of the adoption of the "close" system, and the rates herewith submitted are framed on the supposition that it will be followed."

"The Committee do not, however, propose that the Trustees should have anything to do with the stowing of cargo, or breaking it out on board ship; that work will, as heretofore, be left to Stevedores to be employed by ship Captains."

"The charge to be levied on ships, as distinct from cargo, was next considered. In 1873, when the financial prospects of the Dock were closely criticised by the Trustees, it was held by them that a ship would be willing to pay 4 annas per register ton for the use of a Dock, such charge covering a steamer for 21 days, and a sailing ship for a month. Colonel Fraser in his report to Government, dated 23rd September 1872, proposed the same rate. But since 1873, freights have fallen, and every charge against a vessel has to be jealously watched by Captain and Agent. A larger proportion of the trade of the Port, both foreign and coasting, is now conveyed by steamers, and quick despatch is a first essential to them. It is a disputed point whether cargo can be more quickly loaded and unloaded in the stream or in a Dock. But there is admittedly no such decided advantage in this respect as would justify a vessel in making any heavy payment for the use of a Dock. Again, vessels employed in the coasting trade are often required to leave within three or four days of their arrival, while the majority, even of steamers engaged in the foreign trade, do not now remain so long as 21 days in port."

"The Committee fear, therefore, that a uniform charge of 4 annas per register ton on all vessels would hinder those that have only a few days to remain in port, from coming into the Dock, and they therefore consider that the charge should be made a daily one. Four pies per register ton per diem on each vessel entering the Dock would probably realize more at the end of the year than a single charge of 4 annas for 21 days, and its incidence would be fairer. This is the rate, therefore, that the Committee recommend."

"The rates contained in List A (that is to say the rates to be charged at Prince's Dock) were gone through by the Committee *seriatim*. The present wharfage rates are given side by side with those proposed, and it will be seen that while the wharfage fee on certain articles of commerce is again fixed at the rates which were in force in 1873-76, the great staples, such as cotton, piece-goods, coal, wool, &c., remain at the present low rates. As regards opium, the Committee recommend that the rate of Re. 1 per chest, which was the rate charged in 1874-76 should be reverted to. On the other hand, the wharfage on kerosine oil, which has decreased much in value in late years, has been reduced from 1 anna to half an anna per case."

"The Dock rates have been fixed, in many instances, at less than the rates recently sanctioned by the Chamber of Commerce for landing under the Muccadum system. For example, the Chamber's rate for shipping pressed cotton and wool is 5 annas per bale, and landing piece-goods the same, while the Committee propose a Dock rate of 4 annas per bale; and in no instance have the Chamber's rates been exceeded."

"List B contains a table of the wharfage fees alone, and is applicable to the whole foreshore, which, it is expected, will soon be in the possession of the Trustees. Most of the rates in this list are also to be found in List A, and have already been commented on in connection with the Dock. In a few cases, such as cane-baskets, empty bottles, kuskus, ochre, oil-cake, stones, and road-metal, where the existing fees bear a somewhat high percentage on the value of the articles, reductions are, it will be observed, proposed, while in other instances the fees in force in 1873-76 are to be reverted to."

The Report of the Special Committee, together with the schedules of rates, as approved by the new Trustees, and sanctioned by Government, will be published in the Appendix

ADMINISTRATION OF THE PORT TRUST, 1878-79.

The accounts for the year ending 31st March 1879 show the revenue to have amounted to Rs. 16,45,546-13-1, and the expenditure on Revenue Account (including Rs. 8,55,821-5-0 for interest payable to Government), to have been Rs. 15,87,946-8-7, leaving a surplus of Rs. 57,600-4-6 available for repayment of capital debt due to Government.

The ascertained deficits on previous Revenue Accounts were as follows:—

	Rs.	a.	p.
From 26th June 1873 to 31st March 1874 ...	1,64,861	7	3
From 1st April 1874 to 31st March 1875 ...	91,080	13	6
From 1st April 1875 to 31st March 1876 ...	36,455	9	0
From 1st April 1876 to 31st March 1877 ...	1,02,322	11	5
Total deficits...	Rs. 3,94,720	9	2
Deduct surplus for the year ending 32st March 1878...	Rs. 1,01,106	a. 8	p. 11
Do. do. 31st March 1879	57,600	4	6
	1,58,706	13	5
Balance...	Rs. 236,013	11	9

being the loss in working the Port Trust from its commencement until 31st March 1879.

The Administration Report for the year 1878-79, and the Chairman's Budget estimate of expenditure and income on Revenue Account to 31st March 1880, will be found in the Appendix.

CONSTRUCTION OF THE WESTERN RAJPOOTANA RAILWAY ON THE BROAD GAUGE.

On the 8th of January, the Chamber was at last officially informed, after repeated applications, that the Government of Bombay had learnt that the engineer in charge had received instructions to commence laying the permanent way on the metre gauge from the junction with the B. B. and C. I. Railway near Ahmedabad. Your committee, thereupon, determined to call a public meeting of the inhabitants of this city for the purpose of protesting against the construction of the railway between Ahmedabad and Ajmir on the narrow gauge, and particularly against laying the permanent way on the narrow gauge on that section of the line between Ahmedabad and Palanpur, which had been ordered by the Secretary of State to be constructed on the broad gauge. An influentially and very numerously attended public meeting was accordingly held on the 21st of February last in Cranbrook, Her to the Right Honourable Lord of State for India, was Majesty's Principal Secretary. The memorial signed by about adopted with was forwarded to the Secretary of State 2,000 and through the Government of Bombay, and will, along with the proceedings of the meeting, be found in the Appendix.

Further copies of the memorial were also numerously signed by the inhabitants of Surat, Broach, Baroda, Ahmedabad, Delhi, and Agra, and in like manner forwarded to the Secretary of State.

Copies of the memorial, and of the proceedings of the meeting, were also sent to the Chambers of Commerce of Manchester, Liverpool, Glasgow, Dundee, Belfast, and Bristol, with an expression of the hope of the mercantile communities of those towns, and presidency, that these Chambers would kindly support the views of the memorial.

The effect of these proceedings was to draw forth from the Secretary of State a Despatch to the Government of Bombay, requesting that Government to inform the merchants and inhabitants of Bombay and elsewhere, with reference to their memorials despatched 11th June, 1877, 6th June, 1878, 10th and 22nd March, and 15th and 25th April, 1879, that those memorials had not hitherto been acknowledged, pending the final settlement of the gauge question; and that they might now be informed of his regret at being compelled to decline compliance with their wishes.

On receiving this communication, your Committee resolved that another effort should yet be made to obtain a reversal of the policy of the Secretary of State with reference to this important question, the more so as it was currently reported that the Indian Council were divided on the subject, and that the supporters of the narrow guage had succeeded in carrying their point by a majority of only one or two. On this occasion, it was decided, although the Parliamentary session was far advanced, to send a petition to the House of Commons. Accordingly, an influential and numerously attended public meeting of the inhabitants of Bombay was again held on the 12th of June, when a Petition was adopted, humbly pointing out the great injury that would be done to the trade of this Port and Presidency, and to the export trade of India, by the construction of the Western Rajpootana Railway between Ahmedabad and Delhi, and particularly that portion of the line between Ahmedabad and Palanpur, on the metre gauge, and praying that the House would be pleased to redress this grievance, and to direct that the line be reconstructed on the broad or standard 5ft. 6in. gauge. The Petition was entrusted to the care of Mr. Rathbone, the member for Liverpool.

In transmitting the Petition to Mr. Rathbone, it was suggested that an effort might be made to secure the appointment of a Commisson of enquiry, as it was felt that, if the truth were known as to the working of the Western Rajpootana line, which had already been made on the metre guage, the Government would see the inexpediency of spending more money upon a line on the metre guage, which had notoriously proved itself insufficient for the traffic which would be given to it to carry, and the charges for the conveyance of goods traffic on which greatly exceeded the charges on broad-guage railways. The Chamber, moreover, understood that a paper had lately been issued by the Government officials, showing the working of the Rajpootana line compared with the Oude and Rohilcund line which connects with it, and it was suggested to Mr. Rathbone that the India Office be asked for the report, as it would confirm the statement made at the meeting as to the comparative ability for traffic possessed by the two gauges.

On receiving the Petition, Mr. Rathbone had an interview with Lord Cranbrook, who was very patient and courteous, as he always is. Mr. Rathbone put the case as well as he could to him, and he seemed to understand the points; but his Lordship said that the memorialists appeared to be mistaken as to the grounds on which the decision had been come to. He had never committed himself as to the question between the different gauges, and was fully conscious of the serious evil of break of guage; but the question as to the construction of the portion of the line from Ahmedabad to Palanpur had been mainly decided from the consideration that as part of the main line between Delhi and Bombay had been constructed on the narrow gauge principle, and part on the broad, and as there must be, therefore, a break of gauge somewhere, it was much more convenient and economical that the break should be at a large station in our own territory than at a much smaller station in the territory of a native State. The representations from the Government of India had been very strong in this direction. Lord Cranbrook promised to consider Mr. Rathbone's motion for the production of the paper drawn up by the officials of the Government of India, showing the working of the Rajputana line of railway compared with the Oude and Rohilcund line. There was not much chance of a Commission, if the Viceroy in Council and the Secretary of State in Council had made up their minds, unless cause should be shown by some such statistics as the Memorialists expected. In a later communication, Mr. Rathbone wrote that the India Office could not find the paper showing the working of the Rajpootana line compared with that of the Oude and Rohilcund line, that he had therefore to alter his motion so as to ask for a comparison between the Rajpootana line and the broad-gauge lines, which they have consented to give. Since moving for this return, he had received further information which had enabled him to press very strongly on Mr. Stanhope (the Under-Secretary of State for India) the importance of the Government really informing themselves as to the state of matters before incurring expenditure on a line which might have to be made over again; and he was still in communication with the India Office on the subject, as far the best chance was to convince *them* of the wisdom of what the Memorialists recommended.

The grateful acknowledgements of the inhabitants of the city are due to Mr. Rathbone, and to the Chambers of Commerce of Manchester and Liverpool; for the warm support which they have given to this important movement.

THE FAMINE COMMISSION.

Towards the close of last year, the Chamber received a memorandum from the President of the Famine Commission, in which he said that India was described in the last Financial Resolution of the Government of India as "a country of unbounded material resources," "capable of producing almost every article required for the use of man;" at the same time it was observed, such was the primitive condition of society, the poverty of the people, the undeveloped state of trade, that, whereas in the United Kingdom, the value of imports and exports taken together was £20 per head of the population, in India it was only 10s. per head, *i.e.*, 1-40th. The Customs revenue (wine, spirits, tea, tobacco) in the United Kingdom was 10s. per head; in India on a long schedule of dutiable goods, it was only about 3d., again about 1-40th.

On the other hand, India had shown extraordinary capacity for commercial development in various directions; in fact, almost wherever an opening had been given. The earnings of Guaranteed Railways had increased in the five years from 1872-73 to 1877-78 from 7½ millions in 1872 to 13 millions in 1878. So, again, great export trades had sprung into existence, and flourished with a vigour that encouraged the hope that a still more extensive commercial development might be obtainable. In the same way, Indian imports from the United Kingdom had risen from 8½ millions in 1850-51 to 30¼ millions in 1875-76. Exports to the United Kingdom had risen from 8 millions in 1850-51 to 28 millions in 1875, and total imports from 6 millions in 1834 to 44 millions in 1875.

To turn to another symptom of activity, there had been since 1861 no less than 800 Joint Stock Companies formed in India; of these 194 were Banks, 37 Insurance Companies, 152 Mills and Presses, 147 Planting Companies, 183 Trading Companies.

On the whole, the figures seemed to indicate the possibility of a development of trade, if properly encouraged, on a scale greater than anything attained, and which might completely alter the industrial character of the country.

No question on this subject had been asked in the interrogatories of the Commission, and it

operate with great inconvenience to them. Accordingly, when the question was referred by the Town Council to the Chamber, your Committee expressed their hope that the collections would be allowed to remain with the Port Trust, by whom the work had been most efficiently performed, and to the satisfaction of the merchants interested. The Municipal Commissioner, however, succeeded in carrying his proposal through the Town Council, but His Excellency, to whose kind and courteous consideration, the trading interests of this city have on several occasions had good reason to feel grateful, refused to sanction the transfer.

REPRESENTATION OF THE MERCANTILE COMMUNITY ON THE TOWN COUNCIL AND MUNICIPAL CORPORATION.

On the 25th of November last, your Committee laid before His Excellency the fact that, although this City might be said to be purely a commercial one, and although about one-sixth of the entire municipal revenue is derived from town duties, there was not a single European representative of the mercantile community in the Town Council; while in the new Municipal Corporation only one, engaged in trade, namely, Mr. Kemp, had so far been elected; and they hoped that this circumstance would receive the attention of His Excellency, when the members appointed to those bodies by Govern nent were being selected. Out of the names sent in by the Committee, His Excellency was so good as to appoint five to the Municipal Corporation, and one to the Town Council.

THE INDIAN CUSTOMS TARIFF.

In February last, the Hon. T. C. Hope, C.S.I., and Mr. J. D. Maclean, addressed a letter to the Chamber, stating that they had been appointed by the Government of India to enquire into and report upon various matters connected with the Indian Customs Tariff, and requesting that the Chamber would favour them, at its earliest convenience, with a statement similar to that printed at page 58 of its report for 1874-75, showing the new valuations which, in the opinion of the Chamber, it would be advisable to substitute for existing ones. They would also be glad to receive any suggestions relating to the tariff which the Chamber or any member of it individually might be desirous of making.

On receiving this communication, a Special Committee, representative of all the various trading interests of the Port, was immediately appointed to revise the existing Customs Tariff valuations. The alterations and suggestions proposed by this Special Committee were confirmed by the Chamber in general meeting assembled on the 4th of March. At this meeting the following Resolutions were also passed by the Chamber:—(1.)—That the Government of India be urged to exempt from Customs duty all cotton goods of every size and denomination, if made of yarn of No. 30s and under; (2)—That in the opinion of the Chamber, all articles in the Import Tariff list which yield no, or very little, revenue in excess of expenses of collection should be exempted from duty forthwith. The revised Tariff valuations as approved by the Chamber, and the proceedings of the general meeting, were forwarded to Messrs. Hope and Maclean. With regard to Resolution (1) above referred to, the following notification appeared in the Government Gazette of the 20th March, 1879:—"After to-day (14th March 1879) as much of Notification No. 43 of 18th March, 1878, as relates to Grey Cotton Piece Goods is cancelled, and all Grey Cotton Piece Goods, howsoever designated, which are shown to the satisfaction of Customs Collectors to contain no yarn of a higher number than 30s, are exempted from all customs duties."

On the 1st of March the Commissioner of Customs requested the opinion of the Chamber on the following points:—

(a) Is it desirable that Tariff valuations be revised annually?

(b) If the Chamber should think annual revisions desirable, will they be willing to take part in carrying out the scheme below described?

The appraisers at the Custom House to prepare monthly a statement of all valuation articles; this to be published by the Customs Collector, the Chamber of Commerce to let the Collector know within 10 days after such publication, either that they accept the statement as correct, or that they think [illegible] and such items are wrong, in which latter [illegible] would go into the points of objection each year all the [illegible] the beginning of March in all Custom Houses in Br[illegible]tements published at [illegible]sidered by a Committee appointed [illegible] would be comment of India and sitting at Calcutta, [illegible] new valuation list decided on would come into force from the 1st of the following April.

To this communication your Committee replied that it was desirable that the Customs Tariff valuations should be revised annually, and the Chamber would be willing to take part in carrying out the scheme which might be adopted.

It appeared, however, to them that the plan which was adopted recently would be less troublesome than the scheme described in the Commissioner's letter, and equally effective. By that plan the valuations were revised by a Committee appointed by the Chamber, representing the various trades of the port, and their report, after receiving the approval of the members of the Chamber in general meeting assembled, was submitted to Government. If a similar plan were followed in Calcutta and Madras, and reports made on the Chamber's valuations by the several Commissioners of Customs, the Tariff Commission appointed by the Government of India [illegible] and its work of adjustment a very light one.

COMPULSORY PREPAYMENT OF DUTY ON SALT SHIPPED TO CALCUTTA.

At the Special General Meeting held on the 4th of March, 1879, to consider the Indian Customs Tariff, the Chairman drew attention to the falling off on the salt trade of this Port since the duty had been made payable here, instead of at the port of discharge. He had written to the Commissioner of Customs on the subject, suggesting that Government should be asked to revert to the old system, and thus save to the port a trade which at one time was a valuable one. The Commissioner's reply, which showed that the new obligation had really had very little effect on the trade, will be found in the Appendix. Prepayment of duty was insisted on here because the privilege of free export was abused to an extent that caused serious injury to the salt revenue. But at the same time that prepayment of duty was insisted on, liberal rules were introduced for the grant of credit for salt duty on the deposit of securities covering the credit. Such credits were largely availed of by the trade, and had done much to mitigate inconveniences arising from the prepayment of duty having been made compulsory. The Commissioner did not think that merchants or shipowners had much cause for complaint, but as the general experience of *all* salt departments in India was that free export of salt could not be permitted with safty to the revenue, he regretted that he could not recommend Government to re-introduce the free export system.

G. I. P. RAILWAY CHARGE FOR CARRIAGE OF MYRABOLLAMS.

The high rate charged by the G. I. P. Railway Company for the carriage of this article from Jabalpur to Bombay induced your Committee to bring it specially to the notice of the Company with a view to its reduction. The rate charged was Re. 1-4 per maund, equal to Rs. 4-11 per pullah, which, at the date of our representation in March last, exceeded the actual value of the article. Fully two-thirds of the crop were never gathered, and if the rate of carriage were reduced, this quantity would come into the market, as buyers being enabled to pay more (owing to reduced railway expenses), importers into the different markets would be able to bring in the berries from longer distances, and so drain districts that are at present untouched.

The import into Bombay of myrabollams for the previous three months, compared with that of the same period last year, showed a great falling off; and should the present scale of charges be maintained, your Committee were afraid that the trade in this article would be lost to the port, so long as the present depression at home continued, and in which, owing to the large stocks both in London and Liverpool, there seemed very little prospect of an early improvement; moreover, this article was considerably affected by the wet weather, and if this season's supplies did not reach in time for shipment before the monsoon, or for safe storage in godowns, they would, in all probability, be deteriorated to such an extent as would make them unfit for shipment hereafter.

The relative rates of carriage for grain and seeds from Jabalpur were as follows:—

All Seeds and Grain..... Rs. 0 10 5 per maund.
Myrabollams .... " 1 4 0 "

or say nearly double for myrabollams than for seeds. The value of myrabollams in Bombay being just about half that of wheat or teelseed, it would be seen that the percentage of charge for carriage on the former was at least about three times as much on the latter, there being only as regards bulk a difference of 5 per cent. to 7 per cent. against myrabollams with that of teelseed.

Members would be gratified to observe the Company's advertisement notifying that on and after 1st October, 1873, the rates charged for the carriage of gall-nuts and myrabollams would be reduced to the special rate charged for grain. Mujoo phull, or Persian gall-nuts, would, however, be charged at the third-class rate as previously.

HONORARY MEMBERS OF THE CHAMBER.

At the Special General Meeting held on the 4th March, the question of the appointment of Honorary Members was brought forward.

The rule of the Chamber under which Honorary Members are appointed, is as follows:—"Gentlemen distinguished for public services, or eminent in commerce and manufactures, may be elected Honorary Members of the Chamber, and as such shall be exempted from paying subscriptions."

It was unanimously resolved that W. Rathbone, Esq., M. P., Sir Louis Mallet, C.B., A. H. Campbell, Esq., and J. M. Maclean, Esq., be invited to become Honorary Members of the Chamber. Messrs. Rathbone, Campbell and Maclean, were kind enough to accept the invitation.

REVISION OF THE TONNAGE SCALE.

At the Annual General Meeting of the Chamber held on the 31st October, 1878, the following resolution was carried:—"That a sub-committee be authorized to examine and report to the Chamber at a general meeting on the steam tonnage scale with reference to wheat, oil-seeds, and oil, as well as to add such articles of export as are not at present included in the list." In accordance with this resolution a Special Committee was appointed, consisting of the General Committee of the Chamber and of the following gentlemen, namely, Messrs. W. Lang, Macaulay, Paterson, James Dickson, P. Fachiri, Kapp, and J. R. K. Johnson. The report of the Special Committee was submitted to the members of the Chamber at the General Meeting held on the 3rd of January, 1879. At this meeting, the Secretary read a letter which had been addressed to the Chamber by the Superintendent of the P. and O. Company, the Agents of the Austro-Hungarian Lloyds Steam Navigation Company, of the Rubattino Steam Navigation Company, of the Anchor and Hall Lines of steamers, of the British India Steam Navigation Company, and of the Clan Line of steamers, formally protesting against any readjustment of the Bombay Chamber of Commerce tonnage scale, and adding that if the Chamber determined to carry out the proposed alterations, they felt it to be their duty to reserve to themselves on behalf of the shipowning interests which they represented, the option of making such terms as regarded a basis for measurement of cargo as they might be advised, and they would not consider themselves bound by any new scale. After some discussion, the following resolution was moved by the Chairman, seconded by Mr. Bythell, and carried, only two or three voting against it—"That the entire ship and steamer tonnage scale be revised, and that the members of the Chamber and three ship captains be invited to attend when tests are being made; not less than four members of the Chamber to form a quorum. The report on the tonnage scale, now before the Chamber, to be deferred."

Numerous other matters of importance which occupied the attention of your Committee, have prevented them from giving effect to this resolution.

THE BOMBAY COTTON FRAUDS ACT NO. VII. OF 1878.

At the Special General Meeting of the Chamber held on the 4th of March, 1879, the following resolution, of which due notice had been given, was carried unanimously:—

That the Committee of the Chamber be instructed to send a respectful memorial to His Excellency the Viceroy praying that Bombay Act 7 of 1878 (the Amended Cotton Frauds' Act) be repealed, and that, pending the repeal of the Act, the full-pressed bales of Cotton coming from districts where no Cotton Fraude Act is in force, through Bombay in transit for exportation, may be forthwith exempted from the injustice of having to pay the fee of two annas per bale in support of the Cotton Frauds Department of the Bombay Presidency, the inspectors connected with which never see, and render no service in return for the payment of the fees on such, cotton.

That in suppport of the prayer the following among other important facts be mentioned:—

The injustice of making exporters pay the fee on every bale of Cotton shipped to foreign ports, whether grown in the Bombay Presidency or not, while exempting the local Spinning Mills, which use a considerable portion of the cotton grown in the Presidency, from any payment in support of the Cotton Frauds Department.

That out of 741,000 bales of Cotton exported from Bombay to foreign ports during the year 1878, about 400,000 bales came full-pressed ready for shipment from the Berars, the Central Provinces, Madras, and Bengal, where no Cotton Frauds Act is in force, but were nevertheless subjected to a tax of Rs. 50,000 in order that funds might be obtained to pay the Bombay cotton inspectors; and that a large proportion of the remaining 341,000 bales exported last year came from Native territory.

That the fact of the cotton grown in the Berars being now much more carefully selected and better in quality generally than it was a few years ago, proves conclusively that no Government inspection is needed, and that the repeal of the Cotton Frauds Act in those districts in 1873 has not led to adulteration or caused any injury to the trade in cotton there.

That although the larger portion of the income of the Cotton Frauds Department during 1878 was derived from taxes on full-pressed cotton in transit through Bombay, which the inspectors could not have seen and did not inspect, the department is maintained on such an extravagant scale that there was a deficit on the year's working of about half a lakh of rupees.

In accordance with this resolution a memorial was addressed to His Excellency the Viceroy, praying that Bombay Act No. VII. of 1878 be repealed, and that, pending the repeal of the Act, the full-pressed bales of cotton coming from districts where no Cotton Frauds Act was in force through Bombay in transit for exportation, might be forthwith exempted from the injustice of having to pay the fee of two annas per bale in support of the Cotton Frauds Department of the Bombay Presidency, the inspectors connected with which never saw and on such service in return for the payment of the fees

DEFICIENCY AND INTER[illegible] OF ROLLING STOCK ON THE E. I. AND G. I. P. [illegible] WAYS.

In the month of January last complaints were made to the Chamber of the great delays in the despatch of goods from the stations of the E. I. Railway to Bombay. Representations on the subject were made to Government with the request that if, on enquiry, it was discovered that the delays were attributable to a deficiency of rolling stock on either the G. I. P. or the E. I. lines, that immediate steps would be taken to compel the railway companies to supplement their stock to a point which would be amply sufficient for all the traffic offering during the shipping season. The Government of India, in disposing of the matter, requested the Government of Bombay to favour them with their opinion on the provisions of [illegible] made by the G. I. P. Railway Company for traffic, both in its normal and abnormal state, and also on the measures that ought to be taken to secure a more rapid transit of vehicles over that railway. It was understood that once or twice of late, independent of the question of rolling stock, the Company had been unable to move the traffic over their line as fast as it was loaded or brought on to their undertaking at Jabalpur and Khandwa.

RAILWAY CONFERENCE IN CALCUTTA.

In consequence of the political situation and the continued pressure on the railway, together with the temporary withdrawal for field service, of some of the Government railway officers, His Excellency the Governor General in Council was pleased to decide that the Railway Conference, which was to have been held at Calcutta in January, 1879, should be again postponed, and in view of the fact that the winter months were generally the busy season of railway traffic, His Excellency in Council proposed that the general Conference should assemble, either at Poona or at Simla during the rains, about August, when traffic might be expected to be slack, and when railway officials could be best spared from their posts.

But as there were some pressing matters of detail, such as interchange of wagons, which required early settlement, and which could not well be disposed of by correspondence, it had been deemed advisable to arrange for a minor Conference to assemble at Calcutta on the 10th February, 1879. This minor Conference to consist of one delegate from each of the broad gauge railways, with a Government officer, Colonel J. S. Trevor, R. E., as president.

The Railway Delegates accordingly assembled in Calcutta on the 10th of February, 1879. The general rules passed by the Conference, for the interchange of rolling stock between all connected broad gauge railways will be found in the Appendix.

RULES RELATING TO THE INSPECTION AND GRADING OF GRAIN IN THE UNITED STATES.

It will be remembered that in August, 1877, certain papers (vide Annual Report 1876-77, Appendix FF., page 475) regarding the grading and delivery of wheat in the United States were forwarded by the Government of India to the Chamber, with a request that the Chamber would consider whether any similar system could be adopted in India. The opinion of the Chamber was that the time for arrangements like those in America had not yet come, that they could only be introduced gradually, and that any attempts to force them on would fail.

The Government of India, having also taken the views of the Local Governments and of other Chambers of Commerce, concluded that it was evident that arrangements and rules, such as obtain at the centres of the American wheat trade, were not suited to the present condition of Indian trade; and that no further action on the part of Government was either necessary or desirable.

PROPOSAL TO MAKE THE VALUE PAYABLE SYSTEM APPLICABLE TO GOODS TRANSMITTED BY RAILWAY.

The advice of the Chamber was requested on this proposal, the object of which was to enable the consignor to make the delivery dependent upon the payment by the consignee to the Post Office at the delivery station of the value of the goods. Your Committee approved of the plan: but as they apprehended that the divided responsibility of the railway companies and the Post Office in working it would deprive the public of much of the convenience which the plan was otherwise calculated to confer, they suggested that, instead of the Post Office, on receipt of payment, handing the receipt to the consignee, who would then be able to claim the goods from the Railway Company, the Post Office should undertake the delivery of the goods on payment, as was done with the overland payable parcels. The Director-General of the Post Office also referred the proposal to the East India Railway Company and the Chambers of Commerce of Bengal and Madras, for their opinions, the result being that he is not (for the present at all events) prepared to go on with the scheme.

CITY OF GLASGOW BANK RELIEF FUND.

On the 28th of November last, a telegram was received from the Lord Provosts of Edinburgh and Glasgow and the Executive Committee of the City of Glasgow Bank Relief Fund, appealing for aid for shareholders ruined by that Bank's failure. An appeal was made to the members of the Chamber and to the public of this Presidency, but, although kept prominently before the public by daily advertisements in the English newspapers, yet the total subscriptions amounted only to Rs. 3,835-15-0, which, after deducting the cost of advertising, was remitted to the Lord Provost of Glasgow. The appeal would doubtless have been more successful, but for the extremely depressed state of trade, and the disasters which had just overtaken this City; and it should be remembered that several of the corresponding houses of mercantile firms here had contributed largely to the Relief Fund at home.

SECTION 85 OF THE SEA CUTSOMS ACT, 1878, RELATING TO PROCEDURE IN RESPECT OF GOODS NOT LANDED WITHIN TIME ALLOWED.

An application having been made to the Commissioner of Customs for permission to land the cargo of a vessel from the Mauritius, under the provisions of this section, which had not yet been made applicable to Bombay, he requested the opinion of the Chamber whether it was desirable that the provisions of this section should be enforced at this Port. He further requested the opinion of the Chamber as to the number of working days which should be prescribed as the period, after the expiration of which the provisions of clauses 1, 3, 4 and 5 of section 83 should be enforced against owners of goods who might neglect to land them in cases in which the bills of lading did not specify the periods within which the goods must be landed.

Your Committee were of opinion that it was desirable that Section 85 of the Sea Customs Act, 1878, should be made applicable to the Port of Bombay. A few days after this opinion was expressed, a Notification, dated 3rd February, 1879, was published in the *Bombay Government Gazette* of the 6th idem, declaring the provisions of Section 85 to be applicable to this Port.

With regard to the Commissioner's second enquiry your Committee were of opinion that 48 hours, after notice had been given to the consignees, or published in the newspapers, should, both with respect to steamers and ships, be prescribed as the period after the expiration of which the provisions of Clauses 1, 3, 4, and 5 of Section 83 should be enforced against owners of goods who might neglect to land them in cases in which the bills of lading did not specify the period within which the goods must be landed.

YORK-ANTWERP RULES OF GENERAL AVERAGE.

A letter dated 28th October, 1878, was received from the Secretary of the Association for the reform and codification of the law of nations forwarding sets of papers on general average, viz., the report presented to the Frankfort Conference, the Report of the Central Committee, form of assent, and a circular letter in which these documents would have to be enclosed. This letter and printed copies of the documents therein referred to, were circulated among the members of the Chamber.

Another letter, dated 21st January, 1879, was received from the Association, stating that the progress made in regard to the adoption of the York-Antwerp Rules had been very great: out of the total of British shipping they had "assents" of owners representing 2,270,179 registered tonnage, or burden about 3,500,000: the total tonnage of Great Britain representing 5,342,351 registered tonnage. This constituted an overwhelming majority, as the smaller vessels were not included, coasters and vessels insured in Assurance Clubs, representing about 1½ million tons, leaving, after deducting 1½ million from 5,342,000, a total for foreign-going vessels of 3,842,000, of which they had 2,270,000, up to 31st December.

THE FALL IN THE VALUE OF SILVER IN RELATION TO GOLD AND CONSEQUENT LOSS BY EXCHANGE.

In paragraph 280 of the Financial Statement of the Government of India, dated 13th March 1879, and published in the *Gazette of India* of the 15th idem, it was stated, with reference to the fall in the value of Silver in relation to Gold, and the consequent loss by exchange, that the Governor General in Council had submitted his views on the subject to the Secretary of State, and that they were now under the consideration of Her Majesty's Government. As the measures which appeared to be in contemplation might possibly have had a serious effect on the commerce of the country, your Committee requested that His Excellency the Governor General in Council would kindly favour the Chamber with an opportunity of offering an opinion upon them before they were introduced. The Government of India replied that the letter containing this request had been referred for the consideration of Her Majesty's Secretary of State for India. It was, however, stated afterwards in Parliament that the views of the Government of India on this subject had not received the approval of Her Majesty's Government.

COMPULSORY REGISTRATION OF PARTNERSHIPS.

In 1867, an application was made to Government for the introduction of an enactment of this kind, and His Excellency the Governor General in Council seemed at first to favour the measure, provided it were confined to purely commercial partnerships, and if its operation were limited, at all events in the first instance, to the Presidency towns. Nothing further, however, was heard on the subject until the 15th of September, 1873, when, in answer to the repeated inquiries of the Chamber, the Government of India announced that they had arrived at the conclusion that it was not advisable to undertake at that time any legislation in this direction, nor to support any system of compulsory registration until the want of it was shown to be causing mischief to people of ordinary prudence, and until a system should have been devised which would not embarrass ordinary commercial business or interfere with ordinary family arrangements. To this communication, the Chamber replied in a letter addressed to the Secretary to Government, Judicial Department, on the 30th June, 1874, in which the Chamber entered fully into the objections urged by the Government of India, but the Government of India, in their letter, dated 13th October, 1874, maintained their objections to the measure, and no further steps had since been taken.

A memorial, however, dated 19th June last, was addressed to the Chamber by all the leading European bankers and merchants of Bombay, suggesting that owing to the numerous failures which had of late taken place, particularly among Native traders, the necessity which existed for a legislative enactment for the enforcement of a registration of partnerships should again be brought before Government. Another memorial, dated 30th June last, to the same effect, was also addressed to the Chamber by the principal Native bankers and merchants.

These memorials were forwarded by your Committee to Government with a memorial from the Chamber, in which they stated that they considered that it would be quite feasible to frame an enactment which would be of great value and assistance to those engaged in mercantile business, and would, nevertheless, leave the law as it at present unaltered, and in renewing the Chamber's application for such an enactment, your Committee suggested that if it should be found undesirable to extend the operation of the Act to the whole of India, it might, as a tentative measure, be confined to the Presidency of Bombay. Your Committee were deeply impressed with the necessity of some measure of the kind being introduced for the protection of the mercantile community, and they desired respectfully to express the Chamber's hope that His Excellency the Governor in Council would take it into his early consideration and press it upon the Government of India with a view to legislation at an early date. To His Excellency the Governor the grateful acknowledgments of the mercantile community are due for the cordial support which he accorded to this important movement. The Chamber's representation was forwarded at once to the Government of India with a letter from the Government of Bombay, strongly urging the necessity for early legislation in the direction recommended by the Chamber.

THE INDIAN TRADE-MARKS ACT, 1879.

A letter, dated 16th June last, was received from Government, forwarding a copy of a letter from the Government of India No. 596, dated the 31st May last, and of the Bill to provide for the registration of Trade-marks, together with the statement of Objects and Reasons which accompanied it, and requesting that the Chamber would favour Government with any observations it might wish to make on the Bill.

A Special Committee, consisting of the Hon. Mr. Mowat, the Hon. Mr. Balfour, Messrs. James N. Graham, J. Littleton Symons, Sorabjee Framjee, W. Maitland, L. R. W. Forrest, J. R. Fachiri, C. T. Meili, H. A. Richardson, A. E. Ashley, and Tapidass Vurzdass, was appointed to consider and report on the Bill. Their report, with the minutes recorded thereon by Messrs. Richardson, Ashley, and Tapidass Vurzdass, was circulated among the members of the Chamber, and submitted to the General Meeting held on the 9th of September, 1879. At this meeting, the following amendment was carried, namely, "Transfers of Trade-marks already registered for use on textile manufactures under the British Trade-marks Act at the time of the passing of this Act, provided they were presented within three months from that date, shall be registered for a reduced fee, but if made after such period, they shall be liable for the full registration fee." In all other respects, the report of the Special Committee was confirmed.

THE INDIAN MERCHANT SHIPPING BILL, 1879.

A letter, dated 22nd September, 1879, was received from Government, forwarding a copy of the new Indian Merchant Shipping Bill, 1879, with a statement of Objects and Reasons, and requesting that Government might be favoured with the views of the Chamber thereon. A Special Committee, consisting of the Hon. Mr. Mowat, Messrs. James N. Graham, J. L. Symons, L. R. W. Forrest, Joseph Janni, Adam Tait, and J. L. Mackay, was appointed to consider and report on the provisions of the Bill; and their report having been adopted, was sent in to Government.

BOMBAY BOILER INSPECTION BILL, NO. 9, OF 1878.

A letter, dated 12th February, 1879, was received from Government, forwarding 4 copies of this Bill; and a Committee, consisting of the Hon. Mr. Mowat, Messrs. E. Comber, James Greaves, Adam Tait, Joseph Janni, and Arthur Huson, was appointed to consider its provisions.

This Bill was substituted for the "Bombay Boiler Inspection Act, 1876," which it was proposed to introduce in that year, and upon which the Chamber had the honour of reporting in its letters to the Chief Secretary, dated 4th July and 24th October, 1876, and 19th July, 1877. Your Committee, however, regretted that, with the exception of the apparent intention to place the system of the examination of engines in abeyance, none of the more important modifications then recommended by the Chamber had been adopted. So much of Bombay Act V. of 1873, which was in force, as related to the inspection of engines or prime-movers had, it is true, been repealed but, under Section 31, the power was retained by Government to extend the new Act at any time to them. Against the retention of this power, your Committee protested in the strongest terms, for they entirely concurred in the opinion formerly expressed by the Chamber that the system of periodically examining engines or prime movers was unnecessary and vexatious, and that the system, instead of preventing accidents, became a new source of danger. There had, moreover, been introduced into the new Bill a number of provisions which were calculated to render the operation of the Act more oppressive, and to unnecessarily increase the great and arbitrary powers which the Inspector already possessed. Under the present law, certificates might be granted for 12 months: the new Bill reduced the period of a certificate to 6 months, although nothing had occurred to prove that the period of 12 months was too long. It was the duty of the Inspector to re-inspect the boiler at any time before the certificate ceased to be in force, if requested by the owner to do so; the new Bill declared it to be the duty of the Inspector to re-examine the boiler from time to time during the period for which a certificate might have been granted—a power which would give him complete control over the working of any factory. The Special Committee considered also that the authority which the Bill proposed to give to the Inspector to receive consultation fees from owners was objectionable, and certain to revive the scandals which formerly existed in connection with the working of the Act. They also thought that the proposal to levy the funds necessary for efficiently carrying out the provisions of the Act by an annual rate payable according to the estimated value of the machinery and works was unfair, and recommended that the charge should be made according to the horsepower of each boiler, but in no case to exceed Rs. 30.

The recommendations made by the Special Committee under the various sections of the Bill coincided with those made by the Chamber in its reports on the proposed Bill of 1876; and the report having been adopted, was sent in to Government.

DEPARTURE OF THE ENGLISH MAILS FROM BOMBAY UNDER THE NEW MAIL CONTRACT.

A letter, dated 21st June, 1879, was received from the Director General of the Post Office of India, inviting suggestions from the Chamber as to the days on which the homeward mail steamers should start from Bombay when the new mail contract came into force. The letter was circulated among the members of the Chamber, who agreed with your Committee in the opinion that the most convenient days for the departure of the English mails from Bombay would be Friday in the fair weather and Thursday in the S. W. Monsoon. On the 6th instant, however, the following telegram was received from the Director General:—"Calcutta Chamber urges Monday for steamer departure from Bombay throughout year, London Post strongly urges same day upon Secretary of State, see also arguments in *Overland Mail* newspaper of 12th September. Please favour me with expression of Bombay views about Monday proposal, also how would Bombay like alternative of Saturday noon departure thoughout year, this would not satisfy London, but it would satisfy Calcutta. Immediate reply solicited." To this telegram, the following reply was despatched on the 7th instant:—"Bombay commercial community strongly oppose departure mail on Monday. Saturday noon preferable. Please recommend Saturday strongly to Secretary of State."

Another telegram, dated 20th instant, was despatched by the Director General to the Chamber announcing that the mail departure from Bombay under the new contract had been fixed for Saturday. This telegram was published, and appears to have been received with satisfaction by the mercantile community and the general public.

COMPLAINTS OF THE MANAGEMENT OF THE CUSTOM HOUSE.

Towards the close of last year, our predecessors in office brought to the notice of Government that numerous complaints had for some time previously been made to the Chamber of the increasing and irritating obstructions to trade which were then being experienced by the mercantile community from the manner in which the work of the Custom House was conducted. The memorial, dated 21st September, 1878, will be found in the Chamber's Report for 1877-78, Appendix U, page 452.

His Excellency the Governor having, after his return to Bombay, made inquiries into the subject of these complaints, came to the conclusion that the best means of arriving at a settlement would be for some of the members of the Chamber to confer with Mr. Pedder, the Commissioner of Customs, and with Mr. Trevor, the Deputy Commissioner, on the matter. Accordingly on the 21st of December last, the Hon. Mr. Mowat, Captain Kellock, Mr. Meili, and the Secretary, had a conference with Messrs. Pedder and Trevor, at which the Hon. Mr. Ravenscroft also was present. On this occasion, the reasons for the Chamber's dissatisfaction with the existing system were discussed; and the Commissioner undertook to go into the details of the working of the various branches, and endeavour to simplify them if possible.

A few days after this interview had taken place, His Excellency the Governor requested the Chamber to inform him whether there was any one whom the Chamber would wish to see appointed to the post of Deputy Commissioner in succession to Mr. Trevor, who had been deputed to act for a short time as Collector of Bombay. As, however, it was understood that a civil servant was to be appointed to the post, your Committee felt that His Excellency could better judge of the fitness of members of the service for the office, than they possibly could do, and they preferred therefore leaving the selection in his hands; but they respectfully suggested that the appointment might be declared probational for a period of 6 months, until experience should have shown whether or no the gentleman appointed was well suited for the post. To the courteous consideration shown by His Excellency to the merchants of this Port in consulting them on a matter so closely affecting their interests, the grateful acknowledgments of the mercantile community are specially due.

An explanatory letter, dated 4th January, 1879, addressed by the Commissioner to the Chairman of the Chamber, and accompanied with a memo., dated 26th December, 1878, by the Deputy Commissioner, was received and circulated among members.

Mr. Trevor, after having filled the office of Collector of Bombay, to which he had been temporarily deputed, returned to the office of Deputy Commissioner, and has recently been promoted to the new office of Collector of Customs. Your Committee, however, desire to avail themselves of this opportunity to record their testimony to the great improvement which has taken place since January last in the management of the Custom House, regarding which no complaints have since been made to the Chamber.

LIVERPOOL COTTON STANDARD SAMPLES.

The Liverpool Cotton Brokers' Association were asked to favour the Chamber, as they had done in the previous year, with a set of their standard samples of the different classifications of Dholleras, Oomrawtee, Hingenghat, Machine-Ginned Broach, Saw-ginned Dharwar, Comptah and Wynaad, each packed in separate box in the usual way, and to be kept in the Chamber for reference during the season. The Association referred this request to their East Indian Quotation Committee, who reported:—"That this Committee regrets its inability this year to find cotton which properly matches the present standards, and is therefore unable to comply with the request of the Bombay Chamber of Commerce."

The Committee of the Association confirmed the present standards.

Your Committee thanked the Association for their endeavour to comply with the Chamber's request.

SAW-GINNED DHARWAR COTTON.

Several communications were received from Government regarding the quality of this description of Cotton for some years past, and inquiring if the depreciation in its value was the consequence of bad ginning. Your Committee replied that the cotton produced in the Dharwar districts had of late years been of inferior quality. This was, however, due more particularly to climatic causes. The saw-ginned Dharwar crop of this season was, as a matter of fact, the worst that had ever been produced, unfavourable rains and rots being the causes of the damage. Your Committee were unable to give a decided opinion on the question whether the depreciation in the value of this description of cotton had to any material extent resulted from imperfect ginning. Cotton of this kind purchased in Bombay in April and May last proved to be a good deal cut, and they were therefore inclined to think that the gins might with advantage be repaired. But the gins were probably in about as good a condition as they could ever be kept, so long as the ryots held the machines, and so long as it rested with them to decide when their machines needed repair. The greatest possible care ought, wherever practicable, to be paid to the ginning, and your Committee strongly advocated persistence in the efforts to induce growers to use the gin.

IMPROVED PREPARATION OF BARODA COTTON.

Suggestions having been requested by Raja Sir T. Madava Rao, K. C. S. I., in view to the improved preparation of Baroda Cotton for the Bombay or Europe markets, your Committee recommended a careful selection of seed, and the greatest possible attention on the part of the ryots during the time the plants were growing. The cotton which grew near Broach was of a better description than Baroda Cotton: some Broach Cotton Seed might therefore be tried.

Your Committee understood that it was generally the custom in many of the Baroda districts to keep the *kuppas* for several days in pits, dug from 5 to 7 feet in the ground. The *kuppas*, while in these pits, absorbed a good deal of moisture; the cotton thereby became dull in colour, and some of the leaves became black. This practice should be stopped: if it was considered necessary to store the cotton, it should be stored in warehouses or sheds.

Your Committee also learned that it was a common practice among second-hand dealers and planters or Koonbees, who received advances long before the cotton was ready, to mix inferior *kuppas* from Nerlad, Rojee, Padhra, Paal, and many other small villages, whose *kuppas* was rough and poor in staple. As this admixture spoiled the quality of Baroda Cotton, it should be prohibited.

Another suggestion which your Committee had to make was that the gins should possess all the latest improvements, and that suitable pressing machinery should be obtained. Your Committee were informed that almost all the ginning factories in the Baroda districts, except the factory at Nolla, were not using sufficient numbers of openers, which were purposely put on the gins to clean the *kuppas*, and remove the leaves and other extraneous matter.

If these recommendations were attended to, your Committee believed that a very great improvement would take place in the quality, and consequently in the price of Baroda Cotton.

SPECIMENS OF BOMBAY JUTE FIBRE.

Specimens of white and coloured fibre extracted from the *Malachra Capitata*, were sent by Government for the opinion of the Chamber. The plants were picked up from the Byculla flats, where they grow abundantly. Your Committee were not sufficiently acquainted with the article to speak as to the value or usefulness of the samples submitted. The fibre seemed to them to be excellent, and they proposed forwarding samples to London to obtain the opinion of experts as to its commercial value, for which purpose a larger sample of the white fibre particularly, say, 5 or 6 cwt., was necessary. Information was at the same time requested as to the quantity of the fibre that could be produced, and the cost of its production. But Government took no further steps in the matter, as the cultivation requisite to produce the quantity of fibre asked for by the Chamber would entail considerable expense; nor could any information be supplied as to the quantity of fibre produced, and the cost of its production, unless the plants were cultivated systematically, and with the object of obtaining that information.

SAMPLES OF DIVI-DIVI.

Fifteen bags, containing in all about 15 cwt. of Divi-Divi pods, grown in the Government experimental farm at Bhadgaon, in Khandeish, were sent to the Chamber for transmission to England for sale, and for the purpose of ascertaining the commercial value of the article. The Divi-Divi was forwarded to Messrs. Finlay Campbell and Co., London, whose brokers reported that it was of very fine quality. It realized £15 per ton, although the market value of the usual quality was only £11 to £12 per ton.

SAMPLES OF FLOUR OF MAHABLESHWUR ARROWROOT.

A box containing 36 lbs. of flour of Mahableshwur Arrowroot was forwarded by Government to the Chamber, with a request that the Chamber would examine and report on its quality. Your Committee, in the first place, proceeded to take the opinion of local experts on the quality of the article, and No. 1 was pronounced by them to be so much superior to the ordinary article as purchasable here that the London quotations for E. I. Arrowroot (3d. per lb.) scarcely gave a fair idea of what it would fetch at the sales. The remainder of the flour has now been transmitted to Messrs. Finlay Campbell and Co., London, for examination, with a view to a thoroughly satisfactory test of its quality being obtained.

INTERNATIONAL EXHIBITION AT MELBOURNE.

In July last, your Committee represented to His Excellency the Governor in Council that international exhibitions were to be held successively at Sydney and Melbourne, and that in the opinion of the Chamber it was in the highest degree desirable that Government should take early measures to introduce, through the medium of those exhibitions, the products of India into the markets of Australia. His Excellency concurred in the importance of this object; but the time left for taking measures to send contributions to the Exhibition at Sydney was quite insufficient; and it had already been decided that, under existing financial restrictions, Government were unable to promise any pecuniary assistance. He added, however, that although the time remaining was insufficient to admit of any contribution from Bombay to the exhibition at Sydney, the case was different with the exhibition which it was proposed to hold at Melbourne between October 1880 and March 1881; and His Excellency would gladly give any aid which it was in his power to afford by moral support in the arrangements for sending contributions of Indian products or manufactures to that exhibition. Your Committee thereupon decided to invite subscriptions from the European and Native public to defray the expenses of collecting and forwarding the articles to Australia; and should the subscriptions amount to sum sufficient for the purpose, they propose applying to His Excellency to appoint a Committee for the purpose of making collections and forwarding them to Melbourne.

THE INTERNATIONAL TELEGRAPH CONFERENCE, 1879.

At this Conference, recently held in London, the rule was adopted that proper names of persons and places in the text of code messages must only be used in their natural sense. Ever since the introduction of commercial codes, proper names had always entered largely into their composition, and indeed had always been regarded as more suited than any other class of words for the purpose, owing to the ease with which such words, when mutilated in transmission, could be rendered. A rule, therefore, which excluded the use of proper names as cyphers, would necessitate the compiling afresh of nearly every code now used, and these codes had been constructed at great labour and expense. Further restrictions, moreover, were imposed. According to the rules of the St. Petersburg Telegraph Convention, messages might be sent in any one of the languages used in the territories of the states which were parties to that Convention, or in Latin. But telegrams in code language were now limited to words belonging to the following languages only, viz.:—English, French German, Italian, Dutch, Portuguese, Spanish, and Latin. This limitation would be a great inconvenience to merchants in India, whose codes were composed largely of words in the Hindustani, or other vernacular languages of the country, and would necessitate the revision of many of the codes now used in India. By the St. Petersburg Convention, also, a group of five figures in extra-European messages was counted as one word, it was now enacted that a group of three figures only should count as one word.

Article 13 of the London Convention provides that the rules might be modified at any time by the common agreement of all the contracting States, and your committee have addressed a memorial to His Excellency the Viceroy, praying that His Excellency will take such steps as will prevent these injurious changes, and more particularly the unjust and unnecessary rule as to proper names, from being ratified.

SIMPLIFICATION OF THE PROCEDURE OF THE COSTOM HOUSE, SO AS TO EXPEDITE THE CLEARANCE OF GOODS.

A letter, dated 19th ult., was received from the Collector of Customs, stating that he